





## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

MONDAY, MARCH 7.—The House of Lords gave notice that it should on the 15th inst. move for the appointment of a Select Committee to inquire into the system of national education in Ireland.—A long and animated discussion arose upon the subject of Orange Lodges, in consequence of a motion submitted by the Marquis of Londonderry, "That a message be sent to the House of Commons for the Report on Orange Lodge Societies. The principal speakers were the Marquis of Londonderry, Lord Melbourne, the Duke of Cumberland, Lord Wynford, Earl Roden, Lord Plunkett, the Earl of Winchester, and Lord Hatherton. The motion was agreed to.

TUESDAY.—The Marquis of Londonderry noticed a deficiency in the correspondence produced regarding the liberation of the Spanish subjects, taken on board the British sloop Isabella Anna; a letter from Lord Palmerston of September 1, 1835, noticing a letter from Mr. Villiers of the 18th of the previous month, but which letter was not given. He inquired where the twenty-seven prisoners were.—Lord Melbourne thought that all the papers on the subject had been produced. As to the prisoners, owing to the state of the north of Spain, it had been requisite to remove them several times from Santander to other places; they were now at Porto Rico.—Adjourned till Thursday.

THURSDAY.—Lord Melbourne brought up the report of the Ecclesiastical Commissioners, and said, that it gave him great satisfaction to find that it had been unanimously agreed to; and that it bore the signature of all the commissioners, whose names were inserted in the commission.—The Archbishop of Canterbury finally believed that the propositions offered by the commissioners would be for the benefit of the church, and that they would increase its efficiency, and promote its stability.—The report was ordered to be printed.

FRIDAY.—The Slave Compensation Bill was read a third time and passed.—The Administration of Justice (West Indies) Bill was read a second time, on the motion of Lord Glenelg, who explained the provisions of the measure. Lord Ripon, in expressing his approbation of the bill, stated that Lord Aberdeen had intended to bring in a similar measure, if he had remained long enough in office.

## HOUSE OF COMMONS.

MONDAY, MARCH 7.—The Sheriffs of London presented petitions from the Common Council against certain Railway Bills terminating in London.—The London and Croydon Railway Bill, and the London and Brighton Railway (direct line) Bill, were read a second time, and referred to committees.—The Attorney-General pledged himself to introduce the Imprisonment for Debt Abolition Bill, if the continued indisposition of Lord Brougham should disable him from first introducing it in the House of Lords.—In the Committee on the Municipal Corporations (Ireland) Bill, Lord Egerton moved that it be an instruction to the committee to make provisions for the abolition of such corporations, and for such arrangements as may be necessary in their abolition, for securing the efficient and impartial administration of justice, and the peace and good government of cities and towns in Ireland.—Mr. Sergeant LEFROY seconded the motion, declaring his inability to discover what the principle of the bill was.—Lord MELBOURNE spoke strongly against the proposition of the noble Lord, and contended that it would be an insult to Ireland to refuse her a measure of the same nature with those which were granted to England and Scotland.—Mr. Sergeant JACKSON and Sir H. HARDING supported the instruction to the committee, contending that the bill in its present form would be injurious to the tranquillity of Ireland.—Mr. Sergeant WOLFE and Lord HOWICK supported the bill, and maintained that it was a just consequence of the Emancipation Bill.—The debate was eventually adjourned.

TUESDAY.—The adjourned debate on Lord EGERTON'S motion was resumed. Mr. S. O'BRIEN protested strongly against the amendment of the noble Lord, as calculated to produce the most fatal consequences to the peace of Ireland. An animated discussion ensued, in which Mr. W. V. Stuart, Mr. G. Knight, Mr. Ord, Mr. M. J. O'Connell, and Mr. E. Tennant took part.—Sir J. GRAHAM supported the motion.—Mr. O'CONNELL resisted it as an unjust attack on the institutions of Ireland, which by the bill would be purified and rendered efficient for the service of the country.—Lord STANLEY maintained that the cases of England and Ireland, as regarded the state of the people, were not analogous, and that, therefore, what might be in some degree conservative in one country, would be of fatal tendency in the other.—Lord J. RUSSELL contended that to adopt the motion would be to express distrust of Ireland, and to increase the evil that they would avert; that the affections of the people could not be so well secured as by giving them a share in the management of their own affairs, and by extending to them equal laws, as far as circumstances would admit.—Sir R. PEEL supported the motion, declaring that the question in some degree presented itself as a choice of evils, and as he saw nothing in granting the bill but what was calculated to increase the influence of Mr. O'Connell, now far too great in Ireland; he preferred taking his stand here, instead of waiting till his power was increased by the means that would be placed in his party's hands by the carrying of the bill. As to the arguments with which Government had supported the bill, they were of the most contradictory character.—The House divided, when there appeared for the motion 243; against it 307. Majority 64.—Adjourned till Thursday.

THURSDAY.—The London and Dover Railway Bill was read a second time, and ordered to be referred to a committee.—Lord JOHN RUSSELL brought up the report of the Ecclesiastical Commissioners, which, after some general conversation, was ordered to be printed.

FRIDAY.—Lord J. RUSSELL stated that he had not yet received the report of the commissioners appointed to inquire into the affairs of the Corporation of London, but that, as soon as he received it, he would lay it on the table.—That he had not yet received the report of the Church of Scotland Endowment Commission.—Petitions were presented in favour of Stephenson's line of the Brighton Railway, and also against it.—Earl Howe petitioned against the Midland Railway Bill.—Rennie's direct London and Brighton Railway Bill was referred to the Sussex list.—Mr. CLAY presented petitions against the East London or Commercial Docks Railway Bill; the London and Blackwall Company Railway Bill; and the Eastern Counties Railway Bill.—The Dublin Commercial Steam Navigation Bill was read a second time.—Mr. COLBORNE brought up the report of the Committee on the Carlow Election, which stated that there was not the slightest ground for charging Mr. O'Connell with having sought or derived any pecuniary advantage from the agreement into which he had entered with Mr. Raphael.—Lord HOWICK brought forward the Army Estimates, which underwent considerable discussion.

## RESOLUTIONS OF THE HOUSE OF COMMONS.

On the 1st of March the House of Commons agreed to the following resolutions recommended by the Select Committee:—

1. Resolved.—That all committees on Railway Bills do inquire into the following matters, and report specially thereupon, when they report the respective bills to the House.
  1. That each committee be called upon to report the proposed capital of the company formed for the execution of the project, and the amount of any loans which they may be empowered to raise under the provisions of the bill; the amount of shares subscribed for, and the deposits paid thereon; the names and residences of the directors or provisional committee, with the amount of shares taken by each; the number of shareholders who may be considered as having a local interest in the line, and the amount of capital subscribed for by them, and the number of other parties, and the capital taken by them; a statement of the number of shareholders subscribing for 2,000, and upwards, with their names and residences, and the amount for which they have subscribed.
  2. The sufficiency or insufficiency for agricultural, commercial, manufacturing, or other purposes, of the present means of conveyance, and of communication between the proposed termini, stating the present amount of traffic by land or water, the average charges made for passengers and goods, and time occupied.
  3. The number of passengers, and the weight and description of the goods expected upon the proposed railway.
  4. The amount of income expected to arise from the conveyance of passengers and goods, and in what proportion; stating also generally the description of goods from which the largest revenue is anticipated.
  5. Whether the proposed railway be a complete and integral line between the termini specified, or a part of a more extended plan now in contemplation, and likely to be hereafter submitted to Parliament, and to what extent the calculations of remuneration depend on such contemplated extension of the line.
  6. Whether any, and what, competing lines of railroad there are existing; and whether any, and what, are in progress or contemplation; and to state, so far as circumstances will permit, in what respect the proposed line is superior or inferior to the other lines, if there be any.
  7. To state what places on the railway are proposed to be worked, either by assistant engines, stationary or locomotive, with the respective lengths and inclinations of such places.
  8. To advert to any peculiar engineering difficulties in the proposed line, and to report the manner in which it is intended they should be overcome.
  9. To state the length, breadth, and height, and means of ventilation, of any proposed tunnels, and whether the strata through which they are to pass are favourable or otherwise.
  10. To state whether, in the lines proposed, the gradients and curves are generally favourable or otherwise, and the steepest gradient, exclusive of the inclined planes above referred to, and the smallest radius of a curve.
  11. To state the length of the main line of the proposed line of the railroad, and of its branches respectively.
  12. To state generally the fitness, in an engineering point of view, of the proposed line of railroad.
  13. If it be intended that the railroad should pass on a level any turnpike road or highway, to call the particular attention of the House to that circumstance.
  14. To state the amount of the estimates of the cost of other expenses to be incurred up to the time of the completion of the railway, and whether they appear to be supported by evidence, and to be fully adequate for the purpose.
  15. To state what is the estimated charge of the annual expenses of the railroad when completed, and how far the calculations on which the charge is estimated have been sufficiently proved.
  16. Whether the calculations proved in evidence before the committee have satisfied the House that the revenue is likely to be sufficient to support the annual charges of the maintenance of the railroad, and still allow profit to the proprietors.

17. The number of assistant engines, and the number upon the line, and the length and amount of property belonging to each class traversed by the said railroad, distinguishing owners from occupiers; and the case of any bill to carry the railroad along the above particular line, with reference to such matters as may be suggested by the proposed legislation.

18. To state the name or names of the engineers examined in support of the bill, and of those, if any, examined in opposition to it.

19. To state the main allegation of any petition or petitions which may have been referred to the committee in opposition to the preamble of the bill, or to any of its clauses; and whether the allegations have been considered by the committee; and if not considered, the cause of their not having been so.

20. To state, in addition, any circumstances which, in the opinion of the committee, it is desirable the House should be informed of.

And further resolved.—  
II. That this House will not proceed with the further consideration of the report of any bill, until it has received from the Committee specific replies in answer to each of the questions contained in the foregoing resolutions.

III. That the clerk of every committee on a Railway Bill do take down the name of every member attending the committee on each day; and if any division shall take place in the committee, upon any of the matters which the committee are directed to inquire into by the preceding resolutions, or upon the special report in respect of such matters, the clerk do take down the names of the members voting in such division, distinguishing on which side of the question they respectively voted; and that such bills be given in with the report to this House.

IV. That in order to afford time for the proper discussion of the reports on Railway Bills, this House will upon every Tuesday proceed in the first place, to the consideration of reports on such bills; provided, however, that three or more such bills have been reported and stand for further consideration of report.

V. That with regard to such railroads as are classed as competing lines of railroad, this House will not enlarge the time for making any such report, as has been the practice in former sessions of Parliament; and that the same order be peremptorily enforced in the present session, in respect of Railway Bills.

VI. That when any Railway Bill has been read a second time and committed, this House will not immediately nominate the committee, but appoint some future day for such nomination, with an interval of at least three clear days between the day of the second reading and the day for the nomination of the committee.

From the report of the committee on which these resolutions were founded, it appears that there had been presented to the House fifty-seven petitions for Railway Bills, involving an estimated outlay of 22,224,000*l.*, founded upon which thirty-two bills have been introduced, and read a first time; to those petitions there appeared to be 36,978 assents, 6,575 dissents, and 7,475 neutrals.

## ORIGINAL CORRESPONDENCE.

## DUCY OF CORNWALL.

## AUDITOR'S REPORT.

## LETTER II.

TO MINERS.—GENTLEMEN,—Many people indulge in serious discourse, a habit of fiction and exaggeration, in the accounts they give of themselves, of their acquaintance, or of the extraordinary things which they have seen or heard; and so long as the facts they relate are indifferent, and their narratives, though false, are inoffensive, it may seem a superstitious regard to truth to ensure them merely for truth's sake.—Paley.

Now let us try the following assertion of the auditor, in his unfortunate page 10, by the above rule of Paley. The reporter says:—

"But the advantage of the Stannary laws has been extended, and not improperly, to copper, wherever the quantity of tin raised has been sufficient to constitute the mine a tin mine, although copper may have been raised out of the same mine."

The question at issue is, whether the Stannary jurisdiction be or be not efficient. The fact here stated (to use the mildest term) is not accurate; and it is certainly not indifferent, because it materially affects the argument it is intended to enforce: we may, therefore, according to Paley's rule censure the statement. But the reprimand must not be bestowed, unless I first prove that the statement is fallacious.

The Stannary laws are customary—they are confined to tin affairs, and to tinners. A custom affecting an apple cannot be applied to a horse; but, according to Sir George's fiction, a custom affecting an apple may be extended to the horse, in all cases where the horse carries a sufficient number of apples to constitute him an apple.

Sir George was bred a lawyer, and he knows the maxims of law regarding customs; there is no custom touching copper:—then how can the Stannary laws, which are customary, be extended to copper? The origin of the constitution of the Stannaries "is lost in preceding ages of unfathomable antiquity," and so is the discovery of tin in this country; thence arises the custom—copper is of modern discovery, and Sir George must prove that the custom of the Stannaries are general, before he can be allowed to extend them to a new thing; it would be affecting on my part to quote authorities on such a subject.

If this be so, I may ask, were the Stannary laws properly extended to copper, as the reporter states them to have been? The answer must be in the negative; and, having arrived at this point, let me inquire, what is the nature of Sir George's assertion? For the answer, I refer to the head or title in Paley, from which I took my opening quotation.

Sir George would imply by the passage now under consideration, that some fixed quantity of tin must necessarily have been raised from a mine in which copper was also found, to constitute it a tin mine; and thus to give the court jurisdiction; but still indulging in the hope, that the unfathomable antiquity of the Stannaries would defy observation upon the unexplored field in which he has lost himself, he adds, that "any quantity of copper ore would not, of course, alter the character of the mine as a tin mine." I call upon him to state what was the required proportion of tin in a copper mine, which the Stannary judges deemed necessary to be raised, in order to give them jurisdiction? And if he cannot do that, let him honestly admit, that it is a mere idle story: And that, in fact, the vice-warden's assumed jurisdiction over copper mines, even when the tin in them was not worth raising, pretending that all copper mines were tin mines, because some particles of tin might be found in them. Is it creditable to attempt to garble the circumstances by a specious pretence, that jurisdiction was not exercised over copper mines, unless the proportion of tin and copper found was so nicely balanced, as to render it problematical whether the mine were a copper or a tin mine?

But, exclaims the auditor, any quantity of copper ore will not alter the character of the mine as a tin mine! So here we are told, that a mine abounding in copper lodes, and worked for its copper alone, having some small particles of tin in its stratum, is a tin mine, because "any quantity of copper ore" would not alter its character.

I must leave it to some of my mining neighbours to give Sir George a lecture, and to teach him that the character of a mine, as a lead mine, a copper mine, or a tin mine, depends not upon any ingenious fiction, but upon the common-sense fact of whether the mine contain lodes of one character or another. It is to be lamented that the reporter has attempted to palm upon his readers a most delusive palliation of the gross assumption of jurisdiction by Stannary judges: there wanted no book to prove, that a proper court in the county of Cornwall, having jurisdiction over mining affairs, would be beneficial to the mining interests; and, still less, any laboured attempts to justify illegal acts. The Legislature will bestow a court upon Cornwall, if it give one at all, because the wants of the community require it; and Sir George's miserable attempt to patch up past follies will not weigh one jot in the balance of the Houses of Parliament.

A predecessor of Sir George observed some few years ago,—  
"That an application to Parliament to new-model the Stannary laws, or set them aside, would meet with as much chance of success as an application to set aside the jurisdiction of certain ecclesiastical courts would be attended with."

This is a curious circumstance, because there is a bill to reform ecclesiastical courts now under the care of the administration, and it is likely to become a law at a concurrent period with the abolition of the Stannary abuse courts, and the establishment, I hope, of an independent local court in the county of Cornwall. I will give Sir George the benefit of a case. Suppose a rich tin mine be worked to a given depth, and that then the tin is found no more, and the mine becomes a rich copper mine, has the vice-warden jurisdiction over any matter arising in connexion with this mine, after it shall have become purely a copper mine? This case will try the value of page 10 in the report. Sir George's reply would be looked at with great interest.

Truro, March 9, 1836.

## PROPOSED MINERS' INSTITUTION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—It would seem from the purport of some observations contained in your leading article of Saturday last on the subject of a School of Mines, that you have not rightly understood the precise object of my appealing to the Mining interest: but after the assurances you have given me of your general concurrence in my views, and even of your zealous co-operation with my efforts to carry them into effect, I cannot doubt of your readiness to insert in your columns a brief explanation for guarding against a wider dissemination of the error.

The gentlemen of Cornwall were desirous of founding some public and

lasting memorial of their grateful memory of the late Lord De Dunstanville, a benefactor—particularly to that large class in his days, often severely distressed, class of our population—the mining miners; and their desire to accommodate the different classes of the subscribers, was long known to comprehend two monuments—a corporeal and incorporeal. The former, a stone column, to be inscribed to his name; the latter, some as yet undefined institution in behalf of the miners, which, originating as an acknowledgment of the paternal protection he had so long afforded them, might, like an enactor of his kind spirit, perpetuate that protection to their posterity.

The mining population of Cornwall alone at this time probably exceeded 100,000; and mining prosperity, and consequently that of the working miners, is proverbially feverish and fluctuating. Such permanent protection of that class was, therefore, peculiarly desirable; but to be adequate to the end, and fund was necessary, of far greater magnitude than could be hoped from the most liberally supported private subscription; whilst experience warned us that, whatever its amount, the distribution of its income on a sound principle could alone render it permanently useful.

Thus matters stood when I offered some suggestions on the subject through the Cornwall Gazette. As a substantive effort I considered that all the means to be expected from the subscription must prove wholly inefficient (waving the question of its policy) for any purely eleemosynary object in favour of so large a body, whilst as an aid and encouragement of an effort of their own to emancipate themselves from pauperism; even the smaller portion of the still inappropriate means of that fund is, I conceive, capable of being turned to the best account—under the direction and patronage of such intelligent and influential men as may be selected from the subscribers for the purpose.

A humble, but not unimportant, institution of this kind has been my immediate object; but I have suggested that it would offer a most suitable foundation for a more comprehensive one, of which a School of Mines might be the superstructure; and wherein the remainder of the actual subscription might be appropriated to the farther encouragement and benefit of the same class.

In my third letter, addressed to the Editor of the Cornwall Gazette, I warned my brother Cornishmen that if we neglected the present favourable opportunity of establishing a Mining School, we must ere long be anticipated in some other part of the empire. In saying this, I neither supposed nor wished that any endeavour on their part to be first in the field should have so unnatural an effect as to repress, instead of exciting, emulation. But as compared with other provincial districts, the Stannaries of this Duchy thus taking the lead might, I hoped, have found means to retain it—and our native agents, availing themselves of such an establishment, and adding science to practical observation and natural sagacity (by the concurrent pursuit of it), might bid defiance to all attempts to supplant them in the confidence of their employers—which, in case of our being anticipated by other districts, or the metropolis, must inevitably be of the most precarious tenure.

Having learnt that an impression exists that a subscription to the school would form part of the terms of the Working Miners' Institution, allow me to observe here, that I have respectfully claimed for its members peculiar privileges in the school, but that they could have nothing to do with it but through a grant from the subscribers, and their own express wish; and also that those gentlemen have long since altogether declined to relinquish to other hands any part in the erection of the column.

Believe me, Sir, your very humble servant,  
Fredethy, March 3, 1836.

F. J. HEXT.

P.S.—In the present demand and daily advance in price of labour of every description throughout the kingdom, the recommendation originally addressed to the miners might now be reasonably extended to the whole labouring population: and duty and self-interest equally admonish the more opulent and influential men in all the great interests of the country to give general encouragement to such institutions, and to be prepared for a large extension of the allotment system, to prevent the consequences that must otherwise result from our production in our manufactures, mines, &c. &c. Wherever the allotment system has been adopted, the present extra demand of labour by the neighbouring employers will be found to have met a readier supply, and on easier terms, than elsewhere; and this extra-employment in such places be at any time discontinued, with a relatively less inconvenience.

At some time we of this district may expect that the many new works daily added to our mining speculations, as they come into full operation, must lead to such overproduction here, and cause many of our deeper and more expensive mines (actually giving employment to thousands) to be, and perhaps suddenly, abandoned. With such an institution in a somewhat advanced progress, and the allotment system, if not actually in extensive use, yet ready for their immediate adoption, the revulsion might be comparatively little felt. But how will it be in the alternative? As I have observed to you, Mr. Editor, in my former letter, these symptoms would act as a reserve fund, to which labour might be consigned or withdrawn at will—with little distress to the individual and risk of the public peace.

## GOLD AND SILVER MINES IN IRELAND.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I believe it is not generally known that Ireland formerly produced much gold and silver, yet that such really was the case can be proved by ancient records; for instance, it is recorded that "during the time the Danes held away in Ireland, they exacted a tribute from each household of one ounce of pure silver per annum." Also the existence of numerous antiquities found in Ireland, and which are frequently discovered to the present time in turning up old lands, prove the record that "gold was so abundant among the ancient Irish, that they used it for sword-handles, bridles, and even stirrups." Before the Christian era, when Fibhermas was king of Ireland, a gold mine was wrought near the river Liffey, which falls into the bay of Dublin. In many parts of Ireland silver mines (or I should suppose they were lead containing silver) were formerly worked, and some within a comparatively short period, for instance, in the county of Tipperary, at silver mines a great deal of that precious metal was obtained. Articles of household plate were made from the produce of these mines for the proprietor, Lord Dunally. The gold mines in the county of Wicklow are supposed to have produced much more than was ever accounted for. Gold was also got, mixed with silver, at the copper mines in the same county. It is also a fact, that the Dutch settlers used to purchase the Irish lead and bring it over to Holland, where they extracted the silver, and re-shipped the lead back to Great Britain. This goes to prove that the Irish lead must have been valuable for silver, or it would not have borne so much expense. I have been induced to make these observations, from seeing in your last journal a prospectus of a new company formed for working gold and silver mines in the island of St. Domingo. I perceive that part of their plan is to send out, in the first instance, persons competent to determine the best places to commence working; this is, most certainly, a rational and satisfactory plan; but, Mr. Editor, is it not a melancholy reflection to witness the investment of thousands, nay, millions, of British capital in foreign speculation, thereby enriching foreign nations even to this day, and considering its capital and prospects, not least undertaking, whereby so much wealth will be accumulated, to the benefit of a people to whom we owe no debt of gratitude, and who have no claims on British enterprise for assistance to bring to light the resources of their country? But I stop, to admit that the capitalist may do what he likes with his money, and to express a fervent hope that the subject of Ireland's mineral wealth will be taken up by a more able pen than mine, and that the attention of the monied interest at your side will be drawn thereby to send persons over to see (for they have no occasion to seek for) those places where mines are in Ireland, and to inquire into the causes of their not working; if this be done, I rest satisfied the result will repay much more than foreign speculation ever will.

HIBERNICUS.

## PRESERVATION OF TIMBER.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Permit me, through the medium of your very useful Journal, to draw the attention of the public, and more particularly those mining interests you so ably represent, to a discovery which will confer such incalculable benefits on them, and indeed on the nation at large. I allude to the certain prevention of dry rot in timber, by the application of the process discovered by Mr. Kyan, and for which he has a patent. It is needless to remind you of the loss of life which is constantly occurring from the timber used in mines giving way from the effects of dry rot, or how many of the brave have perished on the waters solely on account of its destructive ravages.

Looking then at the importance of its prevention with the feelings of



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the philanthropist; let us further examine the merits of Mr. Kyan's process in a national point of view. I have before me an estimate of the charge for the building and repairs of ships in his Majesty's navy, from 1800 to 1819, and I find three items:—For building, 18,721,551*l.*; for repairs, 11,037,188*l.*; for ordinary wear and tear, 6,412,592*l.*; total, 36,171,331*l.* The average duration of a ship of war has been calculated at ten years; if, then, as the able writer of a letter to *Beilby Thompson, Esq., M.P.*, on the navy estimates, observes, *dry rot could be prevented, ships (subjected only to ordinary casualties) would last at least thirty years*; consequently, in lieu of the annual average sum of 13,90,613*l.* being required for the building and repairs of ships in our navy, the sum of 396,871*l.* would suffice; and consequently an annual saving of 793,742*l.* to the nation, by the navy alone, would be effected; or, in twenty years, the enormous sum of 15,974,000*l.*

It may be observed, that during a considerable portion of the period on which these estimates are founded, we were at war; but from 1822 to 1832, the repairs alone in the navy amounted to 7,971,852*l.* 7*s.* 4*d.*; being an annual average of nearly 800,000*l.*; consequently the discovery is all-important to the country, if only applicable to the navy alone; but when we consider dry rot equally invades all buildings of whatever description in which timber is used, and that Mr. Kyan's preparation is as applicable to canvas and cordage as to timber, no calculation can be made as to the extent of benefit to be derived, especially to the agricultural and mining interests.

Perhaps no stronger evidence can be afforded of the severe trial it has undergone than the following instances, as printed by the House of Commons. Mr. Kyan, in June, 1828, prepared a piece of English oak, which was placed in the fungus pit at Woolwich, a damp place, which no timber had ever before been found to withstand the action of, and which had been adopted by the Admiralty as a test for the numerous cures for the dry rot which have been proposed to them. In July, 1831, the piece of timber which had been so placed was examined by the officers of Woolwich-yard, and reported sound. It was left for fifteen months under the custody of the Government officers, and then replaced in the pit. In February, 1833, it was again taken out, sawn through and through, and was found to be perfectly sound, free from insects, and from any symptoms of dry rot and decay. Again, in the minute of evidence taken before the Select Committee on Timber Duties, Sir Robert Smirke, the eminent architect, gives it as his opinion, that the patent is extremely valuable; and in reply to the question,

3433. Supposing it were applied to the yellow Canadian timber, would it render it equally fit for the purposes to which you now usually apply Baltic timber?—Says, I applied it to yellow Canadian pine about three years ago, and exposed that wood to the severest tests I could apply, and it remains uninjured, when any other timber (oak or Baltic wood) would certainly have decayed if exposed to the same trial, and not prepared in that manner.

3434. Have the goodness to state to what trial you subjected it?—I took a certain number of pieces of wood cut from the same log of yellow pine, from poplar and from the common Scotch fir; these pieces I placed first in a cesspool, into which the waters of the common sewers discharged themselves; they remained there six months; they were removed from thence and placed in a hot-bed of compost, under a garden frame; they remained there a second six months; they were afterwards put into a flower border, placed half out of the ground, and I gave my gardeners directions to water them whenever the flowers; they remained there a similar period of six months. I put them afterwards into a cellar where there was some dampness, and the air completely excluded; they remained there a fourth period of six months, and were afterwards put into a very wet cellar. Those pieces of wood which underwent Kyan's process are in the same state as when I first had them, and all the others to which the process had not been applied are more or less rotten, and the poplar is wholly destroyed.

I must apologise for the length of this communication; but when I consider the importance of the discovery in a national point of view, and how very interesting the application of it must be to your readers, and indeed to the community at large, I have every reason to hope you will excuse the trouble I have given. I am, sir, your obedient servant,

London, March 2, 1836. M. W.

#### TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I lament that the principle upon which your journal is conducted, precludes the performance of an act of justice, by the publication of the name of your anonymous correspondent, "The Redruth Man." You have refused to give up your correspondent, and, in the absence of direct information from the only channel where the fact can be arrived at, I am necessarily led to conjecture. I have in my mind's eye a mining agent, of some celebrity, to whose name might now be prefixed an epithet, which that very honourable man, as it is the contradiction to "the true," will have no difficulty in comprehending.

He was a competitor for the purchase of the mines, to which your veracious correspondent, "The Redruth Man," has alluded; and I have a very distinct recollection of the mean and paltry fabrications to which the mining agent, in my mind's eye, had recourse to obtain an assignment of the grants in preference to his honourable and manly competitor, the superintendent of the mines, and the managing agent of the company formed to work them. With the mining agent necessarily forced upon my consideration as the fabricator of the letter, signed "The Redruth Man," I cannot do better than paraphrase his first sentence, and say, "it would be very desirable when" gentlemen address the public through the medium of your journal, "THAT THEY SHOULD BE REGULAR BY TRUTH," and not, as is the case before me, (after having had recourse to intrigue, to falsehood, and to cabal, instead of pursuing an honest and straightforward course in his competition for the purchase of the mines in question,) give vent to feelings, engendered by disappointment, and entail further disgrace upon himself by designating the very mines, he exercised such paltry artifice to obtain "exhausted." There are a class of men who lack honourable feeling, and who have the misfortune to regulate all their actions by an axiom, which once rendered Italian policy eminently base—the justification of the means by the end sought to be obtained, and, where it is not that the party, whose mean policy I have been compelled to expose, lacks all literary attainments and taste, I should encourage the idea that his youthful days had been devoted to the study of "the Prince."

If your honourable and veracious correspondent had not been misled in his object, and his baseness fully appreciated by the very parties with whom he has negotiated, a full detail of all the circumstances connected with the course pursued by him should be developed for the public information, and held forth as a beacon for others to avoid. His failure shall be his punishment; but his late falsehoods must be exposed. The facts are the best answer to his statements.

The report to which the letter of "The Redruth Man" has reference, was regulated by a sense of delicacy, and by an anxiety to avoid casting any imputation upon the captains who formerly had the management of Wheal Harmony. At the request of the gentleman by whom that report is signed, and who, in strict performance of his duty, was bound to state the truth to his employers, every word calculated to wound the feelings, or to cast an imputation upon the former managers of the mines, were expunged; and, in the name of the gentleman who made the report, I am prepared, at any moment, to justify the statement it contains. The epithet "exhausted," shameless liar, is best answered by the fact, that "Wheal Montague" has upwards of eighty tons of ore for the next fortnight; that the quantity produced is daily increasing, and will daily increase; and that "Wheal Harmony" is producing sufficient tin to pay the current expenses of the mines; and that the works of both mines are in an incipient state.

The directors of the company court the investigation of the shareholders—their books and correspondence are open to all and each, and in the name of the directors, I have the gratification to state that the mines are hourly improving, and that the board will give other direct and most decisive answers to the gross and malignant misrepresentation of the "The Redruth Man," by declaring regular dividends on the stock of the company.

I am, Sir, your obedient servant,  
C. F. KIRKMAN, Secretary.

18, King's Arms Yard, March 11, 1836.

[We insert the foregoing, as in justice we are bound to do, in reply to "A Redruth Man," signed, as it is officially, by the secretary of the "Wheal Harmony and Montague Mining Company." We have not space for discussing the question in which we are concerned, and must confess, we think, that much other space might have been more usefully occupied by expunging paragraphs in the letter inserted, and inserting other matter less personal and of more general interest. We do not think it fair that any one party should be fixed upon as the assumed correspondent. We repeat the expression of "exhausted mines" should not on such an occasion be applied, for we know not what riches are imbedded in the earth, while mines are now in activity of nearly 300 fathoms in depth, and yielding vast profits to the adventurers.]

COAL.—On Friday last, a capital seam of the best Wallsend or Hutton Seam coal was proved at the depth of fifty-one fathoms, at Belmont Colliery, the property of William Bell, Esq., of Field House; and which will be brought to this port for shipment, by the Durham and Sunderland Railway.—*Sunderland Herald.*

The Laxey mines in the Isle of Man are said to be in a very flourishing state.—*Cumberland Post.*

## PROCEEDINGS OF SCIENTIFIC MEETINGS.

### SOCIETY OF ARTS.

We were much gratified on Tuesday evening last with a lecture on the "Economy of Mining," delivered by Mr. John Taylor, at the rooms of the Society of Arts; and notwithstanding we purpose to give it that attention it deserves in the forthcoming number of the *Mining Review*, we cannot refrain from briefly noticing it in our *Journal*. The lecture was delivered in a familiar and pleasing manner, and was as well illustrated by models and drawings, as to make it intelligible and interesting to the least scientific part of the audience.

After briefly noticing the nature, position, and formation of metalliferous veins or lodes and cross-courses, Mr. Taylor commenced the more general part of his subject by showing the advantages of adit levels; that it was the object, when persons commenced mining operations on any spot, to bring in an adit level (which is commenced from the surface at the foot of a hill), so as to explore by means of it the lode or lodes at the greatest possible depth, which is the simplest and most economical mode, so far as it may be made available; but that this method can be effected to a very limited extent, in most districts, as it is only in mountainous situations that lodes can be worked by it to any considerable depth. There is one great advantage in adit levels, which is the carrying off the surface water, and preventing its sinking to the deep workings, whence it would have to be drawn by machinery; and another, that the water from the deeper parts has to be drawn only to this level, where it runs off. He alluded to one adit in particular, the great adit in the Greenap mining district, Cornwall, which, in all its ramifications, is said to have been driven to the extent of thirty miles; also that the adit levels of some of the lead mines in the north of England are so advantageous, as almost to prevent, to their latest working, the expense of much machinery; arising from the great height of the mountains, and from the veins, which there produce lead ores, not continuing to be productive to a very great depth, like those productive of copper and tin. This method of draining, Mr. Taylor stated, was followed sometimes by drawing the water with buckets, by horses, or a wheel; but, where top was plentiful, by a water-wheel, which is preferred, as being the most economical and effectual; and it is only when all these means are found insufficient that the steam-engine is resorted to.

Mr. Taylor entered with considerable ability into the economy of steam-power, as now applied to mining purposes, compared what it was in its earlier application, and traced with much accuracy the successive improvements in the steam-engine, as applied to mining purposes, down to the present time; from which it appeared, that about the year 1770, Mr. Smeaton's engines, on an average, did not raise more than five and a half millions of pounds of water one foot high, by consuming one bushel of coal, whereas an engine lately erected at the Povey Consols mine, on an average, raises ninety millions and upwards, so that, by a series of improvements by Smeaton, Boulton and Watt, Woolf, Captain Trevithick, Jeffrey and Gribble, Sims, Captain Samuel Grose, and West, and Petherick, and others, we may now be said to obtain as much power by one bushel of coal, as was formerly done by more than sixteen bushels. At the Consolidated mines, in 1800, the water was drawn from a depth of 123 fathoms, by four steam-engines, consuming 19,000 bushels of coal monthly; whereas, at this time, with all the enormous extent of workings in depth and length, and the consequent increase of water, it is drawn by six steam-engines, consuming about 14,000 bushels of coal monthly; the depth of the mines being at this time 240 fathoms under the adit; besides this, he named other instances, all which tended to prove the present economy of mining, by showing that improvements more than keep pace with the constant increasing depth of the mines; and that the expense now of draining from 200 fathoms deep is less than it was formerly from 100. He also showed the very great advantage and economy of the application of the steam-engine to the drawing ores, over the old method of drawing by horse-whims. The extraordinary accuracy of dialling was mentioned in conjunction with the sinking of Francis's shaft, one of the shafts of the Consolidated mines, which was sunk from the surface to the depth of 503 fathoms in less than ten months, which was considered one of the greatest exploits in the annals of mining; this was accomplished by driving cross-cuts from the old workings to the necessary perpendicular point, so that they were raising and sinking at the same time in fifteen different places in the same perpendicular line from the surface; the adit levels, the 40, 70, 100, 120, 135, 150, and 160 fathom levels; nor at the boring of any of the parts was there scarcely a difference in any part of the whole shaft of six inches. This is a splendid proof of the nicety of dialling, seeing that the length dialled, and that too in very short distances, amounted to several miles; and the number of angles taken were many thousand in number. Mr. Taylor also mentioned, that when a similar operation was undertaken at the Real del Monte mines in Mexico by Captain Rile, it was considered by the proprietor, Count de Regla, impossible that the different parts excavating upwards and downwards should ever meet; and he accordingly made a provision that, in case of failure, he was to be at no portion of the expense incurred in the attempt; but to the surprise of the count and his agents, the different parts were holed, and the shaft completed with as much accuracy as Francis's shaft is Cornwall. The improvements in blasting were also noticed; the introduction of the copper nail in the place of the iron one, which had been the occasion of so many accidents; also the invention of the safety fuse—the valuable substitute for the rush or the quill filled with powder.

Mr. Taylor also explained, by a beautiful model, the effect produced by a machine invented by himself (and for which, some twenty or thirty years ago, he was presented with a medal from the Society of Arts), in withdrawing the bad air from underground works, particularly in tunnelling, whereby, in many cases, by the use of this machine, the very great expense of air-shafts may be avoided; it is a simple and cheap instrument, but as a particular description would be too long to insert here, we purpose giving it in an early number of our *Journal*. The various improvements in the crushing and cleaning of ores were also explained; the immense saving of manual labour by the invention of the crushing and jigging machines. He did not think it necessary to enter particularly into the differences in the prices of the various materials used in mining; but those who wish to obtain some useful information on these heads, may be benefited by a perusal of the first article in the seventh number of the *Mining Review*.

Mr. Taylor also explained, at the conclusion of his address, by a model, the principle of a recent invention for conveying mines up and down the shafts, which appeared to be a means of standing places attached to the rods, made to work up and down in the shaft after the manner of those used in drawing the water; such standing places to be fixed at distances from each other, of the length of the stroke in the shaft; with also standing places at equal distances fixed in the shaft each side of the rod, as near to it as possible, without being touched by it in its motion up and down; so that to come up from the bottom it would first be necessary to get on the lowest standing place on the rod, which, by making a stroke, would take the miner up the length of such stroke, say twelve or more feet, when he would step off on the standing place fixed to the side of the shaft, or that part of it used off for the purpose, and wait till the rod had gone down to the extent of the next stroke, when he would again step on the next standing place attached to the rod, and would, by its return, be again carried up the length of the stroke farther, and so continue to step off, and on, until, by a sufficient number of strokes of the rod in the shaft, he was carried to the surface. Descending would, of course, be in a similar manner, and by the same method. We have drawn up this slight sketch in a hurried manner, from recollection; but any lacunary will be amended, and deficiencies supplied, when we again bring the matter forward in a more detailed shape in the number of the *Mining Review*, now in progress.

### GEOLOGICAL SOCIETY OF LONDON.

March 6.—MR. LYNAL, President, in the Chair.

A memoir was read on the remains of mammalia found in a range of mountains at the southern foot of the Himalayas, between the Sutlej and the Burhanpooter, by Captain Cautley, F.R.S., and communicated by Mr. Royle.

As these mountains are not known to the inhabitants, or geographers, by a distinct name, Capt. Cautley, to avoid the confusion arising from the terms "Lower Hills," "Sub-Himalayas," and many similar, has adopted the word Sewalik, which was formerly applied to that portion of the chain lying between the Ganges and the Jumna.

The range is in some places connected with the Himalayas by a succession of low mountains, but in others is separated from them by valleys varying in breadth from three to ten miles. The average width of the chain is about seven miles; and of the height, 2000 or 2500 feet; the highest peaks not exceeding 3000 feet above the level of the sea, or 1500 above that of the adjacent plains.

The formations of which the mountains are composed, consist of marls, sandstones, and conglomerates, inclined at angles, varying from fifteen to thirty-five degrees, and generally to the north; but the sections on the banks of the rivers sometimes present an anticlinal axis, when the strata dip both to the north and the south.

The conglomerates are composed of pebbles of granite gneiss, mica slate, quartz, and other rocks, derived apparently from the Himalayas; and Capt. Cautley observes, that the beds of the existing rivers contain, in great abundance, exactly similar pebbles. The sandstones consist of grains of quartz cemented by oxide of iron or carbonate of lime, and are sometimes quarried for architectural purposes. They generally contain carbonaceous matter, either as distinct fragments exhibiting vegetable structure, or as minute disseminated particles; and in the Kalowala Pass, one of the entrances to the valley of Dehra, the author found elliptical masses of sandstone thinly coated with coal.

In the hills between the Jumna and the Ganges the remains of mammalia had been noticed only in the marl, and in those to the westward of the Jumna

only in the sandstone. In the former district the distribution of the organic remains obtained by Captain Cautley was as follows:—  
*Conglomerate*.—Lignite, scarce.  
*Sandstone*.—Trunks of dicotyledonous trees in great abundance, lignite and remains of reptiles.

*Marl*.—Remains of a species of *authrotherium*, bear, cat, deer, horse, gavia, crocodile, tortoise, fishes, and fresh water shells.

The sandstones west of the Jumna have yielded a still greater number of mammalian remains; these hitherto determined belonging to the mastodon, elephant, rhinoceros, hippopotamus, hog, horse, deer, carnivora (canine and feline), crocodile, gavia, tortoise, and fishes.

With respect to the age of these formations, the author appears to agree with the opinion of his friend, Dr. Falconer, and to consider them as synchronous with the deposit near Prome, on the Irrawaddy, from which Mr. Crawford obtained such great stores of similar remains.

The memoir was accompanied by a large collection of the bones in a fine state of preservation, and presented to the Society's museum by Captain Cautley.

### INSTITUTION OF CIVIL ENGINEERS.

The weekly meeting took place on Tuesday last; James Walker, Esq. in the chair. The report of the proceedings of which we are compelled to defer until our next. Railways formed a subject of discussion, while steam power was not forgotten: we must not, however, anticipate our report.

CHINESE SYSTEM OF BORING.—M. Combes, Professor of the School of Mines at Paris, has given a very favourable opinion of the Chinese system of boring, introduced into France by M. Seligman, and much improved by him. An Artesian well has been bored by this gentleman at the Military Academy at Paris, to the depth of 400 feet, at a saving of 30 per cent. on the usual charge by the common process. The instruments are very simple, and with them four men and a superintendent will do the work of ten labourers and two horses. This process presents great facilities to the miner for the discovery of mineral treasures.

COAL AND IRON IN THE NEIGHBOURHOOD OF BEIRUT.—An English civil engineer (Mr. Brettell), in the service of Mehmet Ali, has succeeded in discovering valuable productive mines, both of coal and iron, at a very short distance from the sea, and within a few miles of Beirut. He is working a colliery at Corayl, within six miles from Beirut, to which a railroad will be laid down; and, the facilities of that port for loading being pretty good all the year round, the Pacha will thus supply coal for his own use from his own dominions, instead of bringing it at an immense expense from England. Eventually, he will likewise find sufficient iron for his own consumption, although this work must necessarily require a longer time to mature. The coals found in Syria are very good, and the Nile steamer, in her last trip, used them in preference to English, of which she shows some overboard to take in the former. Mr. Brettell has likewise found extensive mines of coal at Arsoon, Debloun, and Ross. Iron ore is plentiful and good at Margibah, near Shouair, at which place he hopes to find coals for smelting on the spot. At Zahleh he finds both coal and iron, but in smaller quantities. This place is likewise further from Beirut, the intended shipping port. The mines, however, if worked near Zahleh, will be within twenty English miles of Beirut.—*Letter from Alexandria in the Morning Chronicle.*

TIMBER TRADE.—The long anticipated report of the Select Committee of the House of Commons upon the timber duties has been put into circulation amongst the members. Its contents are creating much interest, particularly Mr. Warburton's commentary upon the evidence given whilst he was chairman, and previous to the taking of his own. The following comparative summary of the increase and decrease of timber, deals, &c., ships, and their tonnage, into London, in the years 1834 and 1835, will be interesting. There was a comparative increase in the year 1835 of the imports of logs of oak, to the amount of 1336; of fir pieces, to the amount of 29,274; oak ditto, 1,246; and elm, 783; of wainscot logs, 638; and lathwood, 230 fathoms. The comparative decrease in the number of timber-laden ships entered into the port of London was 105; and the same of tonnage, 23,389. In deals, the decrease was 421,545; and deal ends, 34,682. Battens, 161,873; and battened ends, 5,480; oak plank, 2,222; and firewood, 562 fathoms.

TARTARIC ACID.—M. Biot has read a notice to the French Academy of Sciences, on the molecular properties of tartaric acid. The following are the heads of his memoir:—If we dissolve an equal weight of crystallized tartaric acid in different proportions of distilled water, at a temperature of from twenty-two to twenty-five centesimal degrees, and make a ray of polarized light, of fixed refrangibility, traverse the solutions, the following phenomena will be manifested: 1st. In each solution, at different depths, the primitive plane of the polarized ray will be found to deviate to the right, in an angular quantity, proportioned to the weight of the acid traversed by the ray. 2nd. The absolute extent of this deviation for the same weight of acid, varies according to the quantity of water in the solution, which shows that in each the total deviation of the ray is the source of the deviations successively performed by the atomic groups of acid traversed by the ray. 3rd. The deviation which the ray undergoes with an equal weight of acid, increases with the quantity of water in nearly an exact proportion; which proves, that the power of the molecular rotation of the acid augments with the quantity of water in the solution, and that this water has an influence on the different atomic groups which produce the rotation; consequently it is not a simple mixture, but a true combination.—*Athenaeum.*

PHYSIOLOGY.—It would appear, according to the observations of M. Ehrenberg, that the crystals found in organized bodies are of more frequent occurrence than hitherto supposed. He has met with them in frogs, fishes, and bats, in the neighbourhood of the spinal chord and the brain: they are microscopic, and consist of carbonate of lime, in hexagonal prisms. He thinks also, that the abdominal face of fishes is composed of an infinite number of sharp-pointed crystals, of a prismatic form, and varying in length according to the species, but not to be confounded with the crystals which are presented by the iris, &c., of the same animals. The researches of MM. Carus and Jacquemin, confirm M. Ehrenberg's statements, with respect to the ear and spinal chord of frogs.—*Athenaeum.*

ROCK FORMATIONS.—Rock formations of vast extent are in progress in many parts of the ocean, effected by the labours of the well-known coral animals, or animal plants (Zooephytes), as they are termed, from the circumstance of their branch-like habitations always being found springing from rocks. These polyparia, in common with the other shelly inhabitants of the ocean, have the extraordinary property of secreting (from whence derived is not known) an enormous quantity of carbonate of lime, in the construction of their dwellings. Affixing themselves to the submarine mountains or elevated portions of the bed of the ocean, they spread their myriad arms, and rapidly build up the solid substance which is in this country admired for its beautiful forms. In their progress upwards one generation builds upon the ruined and deserted habitations of another; calcareous sand and other cementing matter furnished by the ocean is mixed with the mass, and the whole becomes a consolidated limestone; which, as it emerges from the water, decomposes and becomes eventually the abode of vegetation: birds make it their resort; animals accidentally transported by the waves, find it a refuge from a watery grave; and man at last finds his way thither, erects his habitations, cultivates the decomposing soil, now enriched with nutritive matter, and adorned with vegetable productions, and calls himself "lord" of this new creation. This creative process is going on to an incredible extent in various parts of the world. Reefs, as these newly-built islands are called, extending many hundred miles, are forming in the tropical regions of the Pacific. The Indian Ocean teems with this world-building population, and its insidious encroachments are fast filling up the Arabian gulf.—*Lawrence's Geology.*

METALLIC LIGHTHOUSES.—Mr. Samuel Brown proposes employing bronze or cast-iron in the construction of lighthouses, instead of stone. He seems to have made out that a bronze lighthouse would be incomparably cheaper than a stone one, that it would be more secure against dissipation or subversion by the waves, that the lights would be better protected from the spray by which they are occasionally extinguished, &c. It could be erected in one-twentieth part of the time, and in situations where a stone structure is impracticable. It has been proposed to place a lighthouse on the Wolf Rock, near Land's End, a position where it would be exposed to the most violent storms of the Atlantic; and a plan was drawn up for the purpose by Mr. Stevenson, who holds a high rank in this department of engineering; which plan, Mr. Brown thinks, would require fifteen years for its execution, and cost 150,000*l.* Mr. Brown undertakes to erect one of bronze, ninety feet high, which would answer the purpose as well as the stone one of 134 feet, for 15,000*l.*, and to complete it in four months.—*Scotsman.*



## TREGOLLAN MINING COMPANY.

Capital £20,000.  
In 4,000 Shares of £5 each.—Deposit £1 per Share.

Directors:  
William Russell, Esq.

Francis Rockiff, Esq.

This company is formed for the purpose of working that valuable mine known by the name of "WHEAL CHANGE," situated in the estate of Tregollan, near Bodmin, in the county of Cornwall.

Six lodes have already been discovered in a stratum of rich killas at the foot of a granite hill, and parallel with those of the well known and productive mines of the Fowey Consols.

From the levels already driven, as well above as at the adit, considerable quantities of ore, supposed to be worth from £12 to £20 per ton, can be obtained without waiting for the erection of a steam-engine to draw off the water; and it may be fairly anticipated that the mine, in a very few months, will itself pay the expenses of working, without requiring the shareholders to advance more than a small part of the estimated capital.

Applications for Shares to be addressed to the Directors of the Tregollan Mining Company (if by letter, post paid), at the office, No. 14, Bishopsgate-street Within; where Prospectuses may be obtained, and the Reports inspected.

## NOTICES TO CORRESPONDENTS.

**MEETINGS—CALLS—DIVIDENDS.**—We shall, in compliance with the desire of several correspondents, hereafter give a statement of the Meetings appointed for the ensuing week, the Calls becoming due, and Dividends payable. We hope the last will occupy the greater space.

**MEETINGS OF SCIENTIFIC SOCIETIES.**—These will in future regularly appear.

**ACCIDENTS IN MINES.**—We have received the *Glasgow Liberator* of the 6th inst., in which is inserted a letter from Mr. James Hendrie, on the Ventilation of Mines, wherein he suggests that a Board of Investigation should be appointed to consider his plan. His letter shall appear next week; we thank our contemporary for directing our attention to it, and shall gladly promote Mr. H.'s views.

**OUR TRADITIONAL HISTORIAN.**—His letter has been received; as before observed, his chapter on Captain Joe has been mislaid. Will he favour us with a copy? Some of our subscribers fear that some accident has occurred to Captain Joe, or at least to his Biographer. We hope not to have occasion to record any such circumstance.

**A REDRUTH MAN.**—Our attention has been directed to the phrase "exhausted mines," used in our correspondent's letter last week. We must admit that it escaped our attention, for, with all deference to our correspondent, we cannot agree with him either in the propriety or the correctness of the assertion with reference to the mines in question.

**REVIEW BY INOS COMRADE.**—We have received the instructions to discontinue the advertisement of this company, ordered for insertion in our present number, with which we have complied. We trust that its withdrawal from the *MINING JOURNAL* is not to be ascribed to our observations of last week, as we hold the gentlemen forming the Direction to be too liberal, as they are too highly respectable and respected, to imagine for a moment that its withdrawal originated from any such cause. We hope, if it be the act of any officer or agent of the company, that he will be reprimanded. Had the advertisement been discontinued in other journals, we should have had no reason to observe on the circumstance.

**A NEW FEE.**—A valued correspondent has directed our attention to a proposed Bazaar to be established at the premises formerly occupied by the Surrey Institution. We should be glad to give it a full notice, but our "rules and regulations" preclude us from so doing. We wish the proprietors success; for indeed to abate a nuisance such as that building has become of late, will at least deserve encouragement, while an establishment of this kind cannot, we consider, be otherwise than acceptable and beneficial to our friends on the Surrey side.

**MOCABRAS AND COCAINS.**—The correspondence from the mines is necessarily postponed until next week, as also several articles.

**SOCIETY OF ARTS.—Institution of Civil Engineers.**—The very interesting reports of proceedings at meetings held during the past week are deferred until our next, being too valuable to be disposed of by a brief notice.

**REVIEWS.**—We are compelled again to defer the reviews of several scientific works, and which we the more regret from the value of the articles they contain. The *Philosophical Magazine* for this month has many valuable papers, and the *Railway Magazine* has decidedly improved under the editorship of Mr. Hornsby.

The *Practical Treatise on Locomotive Engines* upon Railways, by the Chey. F. M. G. de Pambour, is one of the first importance, and to which we shall next week direct our attention, while in the interim we invite that of our readers to the work in question.

**MR. ANNOTT'S letter,** in reply to "A Redruth Man," arrived at too late an hour for insertion, it shall appear next week. We regret the delay, which is however unavoidable.

THE MINING JOURNAL,  
And Commercial Gazette.

LONDON, MARCH 12, 1836.

We insert this week a letter from the Rev. F. J. HEXT, on the subject of the proposed Miners' Institution, so ably advocated by him; and to which subject we should imagine (judging from the communications we alone have received) he must, for the past few months, almost exclusively have directed his attention. The zeal and liberal spirit with which he has embarked in the cause do him honour; and whether he be successful or otherwise, must establish that claim on the kindly feeling and gratitude of the miners in the county, to be envied by those who have made their fortunes by the toil and labour of the working miner, without ever having effected any one object for their benefit in after-life, or considered them in the slightest degree otherwise than as the medium through which they acquire wealth. It is the duty of a journalist, who professes to direct his attention almost exclusively to the Mining interest, to notice the objects and exertions of a gentleman who thus, at much pecuniary cost, as well as anxiety and time devoted to the subject, steps forward to benefit those who are neglected in their old age and infirmities; and which, from the nature of their avocations, too frequently come on at that stage of life when, if otherwise employed, they should be in their vigour. It has been our inability hitherto to do justice to the subject, that induces us now to place it prominently before our readers, in addition to the insertion of the letter of our correspondent, which will be found in another place.

It was only this week, that, attending an instructive and interesting lecture delivered by JOHN TAYLOR, Esq., at the Society of Arts, we heard that gentleman state, that in the Consolidated Mines, the depth of which, in some of the workings, is 290 fathoms from the surface, the thermometer stood at 90° F., where the miner worked, and who, after having been subjected to that heated atmosphere for some hours, had to climb 1400 or 1500 ladder staves to the surface; the only mode at present adopted for ascending the shaft, and the like labour being undergone in his descent. This alone, we should say, is, or ought to be, a sufficient inducement to ensure the success of the proposed Miners' Institution, by the contributions, and those liberal, of adventurers who are realising advantages from the toil and incessant labour attendant upon the working of mines, when they reflect not only on the fatigue undergone, but the loss of time and bodily strength consumed in such labour.

We have not space on the present occasion further to advert to the project, than to state generally, that the object of our correspondent is that of devoting the surplus fund of the De Dunstanville Testimonial, to the establishment of an institution which may be of benefit to the working miner. With this he would include a School of Mines; and although we cannot claim the merit of having originated the idea, (Mr. TAYLOR in his "Records of Mining" having considered this subject fully,) we must still differ from our correspondent, who would render it one solely confined to Cornwall, while our object is to make it general, and to embrace every mineral district, whether iron, copper, tin, lead, coal, or ought else be its produce. It is natural that he should feel a pride in Cornwall, being first in the field; and that that county, which should long ere this have set the example, should now redeem itself, and not now in the wake of others, whose mineral riches are far inferior; and are not to be swerved from our object, it is a "National

School of Mines" to which our attention is directed; and while we wish our correspondent every success in the establishment of the Miners' Institution, with his School of Mines, we despair not of effecting the measure to which our attention has been long directed, and to which we attach an importance, which those only embarked in many operations can well appreciate.

Were we not to make some observations on Railways, we might be supposed to be not only unmindful of the interests of those who support the *Mining Journal*, but regardless of the passing events of the day. We therefore again recur to the subject as one of the first importance at this moment, and must still maintain the course we have hitherto pursued of cautioning the public on the extremes to which speculation is carried. We may here note, by way of evidence, that those interested in the formation of Railroads (as manufacturers of the material), have actually subscribed their names to an undertaking which is nothing more nor less than the construction of a canal, and which must be considered virtually as in opposition to the London and Birmingham Railway, the shares of which latter company are at a premium of 1,825,000l. No less than sixty iron-masters (among whom we find the proprietors of the most extensive works in Staffordshire,) have pledged themselves to the prosecution of a projected line of canal from Birmingham to London, from which they contemplate a reduction of full 50 per cent. on the present charges on iron, coal, coke, &c., while the saving on the freight of manufactured goods and general merchandise will amount to 20s. per ton. We shall next week again direct our attention to this subject, and in the mean time make a few observations on some few of the new companies in the market, confining them to the prices quoted in Wetenhall's Share List, which is on this, as on other occasions, our leading authority; while we may remark that the petitions to Parliament alone embrace a capital of 28,000,000l., divided into some 500,000 to 600,000 shares.

Companies.	Shares.	Amnt. paid pr Share.	Total.	Market value.	Amount liable to be called.
Birmingham and Gloucester	9,500	5	47,500	147,250	902,500
Birmingham and Bristol	7,500	1	7,500	18,750	142,500
Calcutta and Saur	10,000	2	20,000	40,000	480,000
Cheltenham & Gt. Western	7,500	2½	18,750	52,500	750,000
Commercial Blackwall	12,000	2	24,000	42,000	576,000
Eastern Counties	60,000	1	60,000	150,000	1,440,000
Great North of England	10,000	2	20,000	60,000	980,000
Great Western	25,000	10	250,000	112,500	2,250,000
Hull and Selby	2,100	5	10,500	21,000	94,500
Leeds and Manchester	10,000	5	50,000	220,000	950,000
London and Brighton (Steven.)	10,000	5	50,000	170,000	950,000
London and Greenwich	20,000	20	400,000	650,000	1,100,000
London and Birmingham	25,000	50	1,250,000	3,075,000	1,250,000
London and Southampton	20,000	15	300,000	530,000	970,000
London and Croydon	7,000	5	35,000	49,000	105,000
Midland Counties	6,000	5	30,000	66,000	570,000
North Midland	12,000	5	60,000	160,000	1,140,000
Preston and Wye	2,600	3	7,800	38,800	122,200
South Durham	3,000	2½	7,500	22,500	142,500
South Eastern	40,000	2	80,000	320,000	1,920,000
York and North Midland	6,000	1	6,000	33,000	294,000
Total.....	305,200		2,734,550	5,978,300	16,129,200

We have, in the preceding table, omitted the Birmingham and Derby, quoted at ten to eleven premium; Bristol and Exeter which have been during the past week at seven premium, with several others; for it is sufficient for our object to confine ourselves to a few of the projects.

We cannot, however, quit the subject without remarking on the absurd view taken by the public of undertakings of this nature; in illustration of which we may cite the London and Greenwich Railway, the shares of which company were depreciated some 80,000l., in consequence of the Gravesend Bill being thrown out, while a rise of equal extent was consequent upon an interview of the directors of one of the Brighton lines with the board of that company, at which it was proposed to form a junction with the Greenwich Railway—that is, if the Brighton folks get their bill.

## THE FUNDS

CITY—FRIDAY EVENING.

Railways still continue to excite the attention of the market; a slight re-action has taken place, which was naturally to be expected, although the lines for which Acts have been obtained generally maintain their prices. Money is easy, about 3 per cent.; Consols have been firmer, with a slight advance, while Spanish have again receded; although at the close of the day a reaction of 1 per cent. took place, 5 per cents. leaving off at 43¼. Consols closed at 91¼. Exchequer Bills 18 20s. premium. In the Foreign Exchanges there has not been much business transacted, the rates of Exchange continuing much the same.

Consols for money closed at 91¼; for account they are 91¼; Exchequer Bills 18 20s.; East India Bonds 4 6. Belgian Bonds, 103 4; Spanish Cortes Bonds 43¼; Deferred 21¼; Passive 14½; Colombian 304; Mexican 33 4; Greenwich Railway 11¼ 12¼ pm.; Croydon, 1½ 2 pm.; Brighton (Stephenson's) 9½ 10¼ pm.; ditto (Rennie's) 2 ¼ pm.; Gravesend ¼ dis.; Great Western 28 30 pm.

## LATEST INTELLIGENCE.

**BIRMINGHAM, MARCH 10.**—The following information is collected from the letters of our own correspondent, and the report on the Metal Market in the *Birmingham Advertiser*, to which we must acknowledge ourselves as being chiefly indebted. Copper, tin, lead, and iron, continue gradually to rise in price. From our various channels of information, our contemporary observes, "we are prepared to say that the advance arises purely from the increased demand. In addition to which, we have the means of knowing that the stocks on hand were scarcely ever lower than at present." With respect to copper, its advance in price is so rapid, that there is great difficulty in quoting any price, here every agent giving in a different quotation; all being anxious to fix a price that will not be below the market, with a view to secure their principals, the smelters. No Banca tin, or but very little, has been imported, so that the foreign markets have been supplied with English tin, which has served to raise the price here. The price for blocks is 106s. per ton; bars 108s. per ton; refined 116s. per ton; and tin-plate grain 121s. per ton. Spelter remains the same; but the bargains made in Hamburg for this article, quite satisfy us that its price cannot long remain stationary. Lead has suffered perhaps a greater and more rapid rise than any other metal. Its price now, in pigs at the mines, is 28s. per ton; and rolled 29s. 10s. to 30s. per ton. The different kinds of patent shot have also advanced 10s. per ton.

**REDRUTH, MARCH 10.**—The average standard this day is 121½. 13s.—Average produce, 9s.—Average price, 8l. 4s.—Quantity of ore sold, 2995.—Quantity of fine copper, 365 tons, 12 cwts.—Total amount, 24,191½ lbs. 6d.

## DE DUNSTANVILLE MEMORIAL.

We refer to the advertisement in our first page of the additional subscriptions to the furtherance of this object; and it affords us much pleasure to make the following extract, from the report presented at the half-yearly meeting of the adventurers in the Carn-Brea Mines, lately held. The recommendation of the committee being cordially assented to by the proprietors:—

"Since the meeting in July last, the lamented death of that highly revered nobleman, Lord de Dunstanville and Bassett (under whom the Carn-Brea mines are held), has taken place, leaving to posterity an imperishable character for liberality and extensive benevolence. To the honour and credit of the inhabitants of Cornwall, more particularly as connected with the mining districts, they have resolved upon erecting a column, as a testimonial of respect, near the castle, on Carn-Brea, and to form, besides, a charitable fund, applicable to the relief of the mining classes. Your committee have thought proper to vote a sum of 100l. in aid thereof, which, they trust, will be satisfactory to the proprietors."

## WEST CORK MINING COMPANY.

The report of the proceedings of this company, held on the 3rd inst., which appeared in our last number, has naturally excited attention, and several communications on the subject have been the result. We have not room for their insertion, but shall endeavour to condense the matter they contain, with some few observations on the account submitted to the proprietors at the meeting held on the 31st July last. This company was formed some two years since, and having obtained an Act of Parliament (the object of the Legislature in granting which was undoubtedly to encourage the employment of English capital in working the mines of Ireland), issued a prospectus, in which representations were made which are far from having been borne out by the results, and must have arisen either from design or ignorance. We shall endeavour to analyze the account before us, for the information of the proprietors, and offer explanations of certain items, leaving those which are inexplicable to us to be elucidated by the directors. The first item on the debit side is cash paid on account of the purchase money, 26,349l. 4s. 8d., in addition to two payments, together 5,594l. 16s. 9d., for the Cappagh and Castlehaven works. The next item is expenses of London establishment, salaries of officers and agents, 6,587l. 4s.; to this we must add 475l. 18s. 1d. furniture fixtures, &c., in London, and 312l. 15s. 5d. for same in Ireland; making the cost of establishment, up to 30th June last, 7,375l. 17s. 6d. (which, by the bye, is an excess on the establishment alone for the six months from December 1834, of 4,714l. 12s. 7d., or, as it would appear, at the rate of upwards of 9,000l. per annum), this being exclusive of cost of machinery, &c., at Rotherhithe, of 1970l. 2s. 6d., Parliamentary charges, &c. There are two items to which we would particularly invite attention, as we cannot attempt an explanation. The one "John Davis, provincial director, on account of shares, 791l. 6s. 7d." What does this mean? Surely not a charge as loss arising from jobbing in shares. The other that of freight of produce, 1,135l. 8s. 3d. The sales of produce, per contra, amounting to 1,900l. 17s., on which the first dividend of 2½ per cent. from produce, amounting, as per account, to 965l., was paid to the proprietors in March, 1835. It appears that after paying freight on the produce, they divided rather more as profits than the residue amounted to, without, of course, taking into consideration the cost of raising the produce or charges, heavy as they are, of the establishment. Looking further into the account on the creditor side, we find the cash received on account of shares to be 61,465l., which, with other items, including the produce (1,200l. 17s.), dividends being deducted, &c., amounts to 62,017l. 3s. 6d., met, per contra, by the charges narrated, and by balance in banker's hands of 9,366l. 9s. 4d., with cash and bills, 1,578l. 8s. and Exchequer bills and Consols, 6,558l. 10s. The account then proceeds to state that of the produce sold (in all 1,900l. 17s.) there remains unpaid 700l.; and that the produce on hand is estimated at 16,000l., this being in addition to the mines, machinery, balances, &c., as we presume to be considered as the assets of the company; but not one word is said of liabilities or obligations, nor mention of the remaining portion of "the purchase money." No; 16,000l. produce on hand; that appears to satisfy the auditors and directors; but we doubt whether the proprietors will be equally satisfied when they find that but a very trifling amount of this sum has been realized. The ore, instead of producing fifty per cent of copper, being very far below; the 500 tons of copper ore said to be on hand, to say nothing of the large quantities continually raising, we must assume still to be so, as it has certainly not yet appeared in the market, although nine months have elapsed since the report was made.

As the recognition of this company by the Legislature, and by the circumstance of one of the directors representing the city of Dublin, tended to secure the public support, we consider it behoves the board to afford the most lucid explanations on those subjects which are now veiled in doubt and suspicion; and more particularly should they explain how the profits arose from which the dividend was made, as we believe it to be contrary to the provisions of an Act of Parliament to make it out of the capital, however that course may have been pursued by others, of which the Welch Iron and Coal Company is a memorable example.

The circumstance, to which we adverted last week, of the directors having been enabled to qualify, from the nature of an agreement entered into by them for the purchase of the property (and their best services), requires also a full explanation; for however, jobs may be natural to Ireland, and to all and every object in which the amelioration of the state of that country is concerned, we cannot allow to pass by unnoticed one, where London directors, associated with an Irish member, lend themselves, without at least drawing attention to the subject. It is an incalculable injury done to Ireland. It deters the honest speculator from embarking his capital in mining operations in that country, which, perhaps, holds out greater advantages and prospects for the outlay of capital, from its mineral resources, than many of our foreign mines, and which, in a great degree, remains hitherto unproved. We heartily wish success to Ireland, and companies formed for exploring that country, but we like not jobs. Is the West Cork Mining Company one coming under that head, or are we wrong in our surmise? Time alone can prove, but the past says much.

## MINING CORRESPONDENCE.

## ENGLISH MINES.

FERRAN CONSOLS MINING COMPANY.

**March 7, 1836.**—In the west end on Mudge's lode we have broken some good lead ore this week; the branch is about five inches wide. We have not yet cut this lode to the east of the cross-course. We have communicated a shaft with the adit level westward on Anthony's lode; and having now a good current of air, shall put some men to rise on the ores we have discovered here in this level, which is from twelve to fifteen fathoms in length of lead ground. The other works are much the same as last stated.

JAMES GRIPE.

NORTH CORNWALL MINING COMPANY.

**Feb. 27.**—We are happy to inform you that the lode at Wheal Thomas, in the east end at the seventeen fathom level, still continues very good: the west end is not rich, but we are raising good stones of lead from the same. In the eight fathom level end, west of Bell's shaft, we have a very promising lode, though not rich. We expect to communicate the east adit shaft with the eight fathom level in the course of a week or ten days. The engine-shaft is sinking from the seventeen fathom level as fast as can be expected.

**Wheal Hope.**—The adit level is greatly improved as regards the hardness of the ground; the twelve and twenty fathom levels are just as reported last week. We find by dialling that the twenty-eight fathom level is carried in a south-east direction more than the regular run of the lode, and we have set a bargain to drive a cross-cut north, as we expect to cut the master-part of the lode by driving in that direction. We have cut sufficient ground for the plunger-lift, and hope to have the bottom of the lift from the founders the beginning of next week.

**March 5.**—We find that the engine-shaft at Wheal Thomas is about four fathoms below the seventeen fathom level. The ground has been rather harder than when we sat the shaft to sink, but it is now improved. The lode in the seventeen fathom east has been very rich this week, particularly in the bottom of the level one foot big; but it did not look quite so good yesterday as it did a few days previous. The same level west is improved since our last, and it is very probable that ere long we shall see a greater improvement in this end. We have driven south at the seventeen fathom level to cut the south lodes about twelve fathoms; and we have commenced raising from the back of the seventeen fathom level to the eight fathom level. This communication is necessary, in order that we may have sufficient air to work the ends, also the back of the seventeen on tribute, which we are prevented from doing at the present for want of sufficient air. The eight fathom level end west is greatly improved since our last report; good stones of lead were broken yesterday from the lode, which makes up and down the height of the end, but appears to be best in the bottom. We have sunk our eastern shaft four fathoms under adit, and have raised good stones of lead in the shaft.

**Wheal Hope.**—In the adit level the ground is favourable, but no lead at present. In the twelve fathom level the ground looks more promising for lead, with a small branch. No alteration in the twenty and twenty-eight fathom levels. The thirty-eight fathom level we expect will be clear in the course of a fortnight, or less. We have fixed part of the bottom of the plunger, and are promised the remainder of the castings the beginning of next week; and if we are not disappointed in this, this mine will be cleared of water very shortly, when we hope to be able to set on tributaries in her levels below those which are at present cleared. We intend to sample, on Monday the 14th instant, from fourteen to fifteen tons of lead. JOHN HORLASE.

TAMAR SILVER LEAD MINING COMPANY.

**March 7.**—We have forked the water nearly to the back of the forty-five fathom level: our further progress in draining the mine is impeded by the want of castings, of which we expect a further supply almost daily. In the meanwhile we shall complete the tie-plunger lift, and proceed with other necessary work in the shaft. THOMAS PETHERICK.

REDMOOR CONSOLS MINING COMPANY.

**March 7.**—Since I addressed you on the 29th ultimo, the prospects of the lead lode at Johnson's shaft are improved, both at the thirty fathom level driving south, and the twenty fathom level driving north on it. We shall commence sinking Johnson's shaft below the thirty fathom level this week. The ground being favourable, we are sinking the engine-shaft very speedily below the twenty fathom level: that level is being driven south from the engine-shaft with the utmost speed, and we expect shortly to cut Trelease's lode. WILLIAM PETHERICK.

SOUTH WHEAL LEISURE MINING COMPANY.

**March 5.**—We have not yet discovered any thing of consequence in the old workings, at that part of this mine called Landrew; I hope, however, in



the course of a short time to be enabled to inform you of the result of that little undertaking. We continue to go on well with the surface works, &c.; this day we have received from the foundry the main bob and boiler of the engine.

#### POLBREEN MINING COMPANY.

March 5.—In reporting to you this week, in reference to the prospects and proceedings of this mine, I do not see the slightest alteration can be noticed different from what I wrote you on the 27th ult.

#### CORNWALL UNITED MINING ASSOCIATION.

March 7.—From East Wheel Providence, one of the mines of the above association, the captain writes thus—"Every branch and every vein we cut are full of copper and tin."

#### EAST WHEEL STRAWBERRY MINING COMPANY.

March 7.—The "pitch" working in the back of the seven fathoms level, on Trewhith south (copper) lode, continues very good. We have resumed the driving of this level west of Roberts' shaft on this lode (at 25s. per fathom), which is from two to two and a half feet wide, yielding two tons of copper ore per fathom, worth about 6l. per ton. We have also a "pitch" working in the back of the adit on this lode, at 8s. in the pound. I could have let another on Saturday last, at a moderate tribute, but for the scarcity of miners. This lode, in sinking a winze on it, under the adit east of Roberts' shaft, is "orey," and very promising, and the prospects in extending the adit level east on it are very encouraging. We expect to cut this lode at the fifteen fathoms level, south of Grout's shaft, in about three weeks.

At Orchard the prospects are very good. We have two pitches working there in the back of the adit, on the tin lode, at 7s. in the pound; and the adit level is driving west on a productive lode. We have commenced stamping the tin stuff broken by the tributers. This appears to be a very important part of our extensive sett.

WILLIAM PETHERICK.

#### EAST-CORNWALL SILVER MINING COMPANY.

March 7.—I have to inform you that we have not yet got our pit-work fixed so as to drive the mine below the twenty-one fathom level, having had to open at each side of the engine-shaft at that level, to put in strong bearers to hang the lift on; this will be completed, and the lift put down to the thirty-five fathom level to-morrow. In exploring the ten and twenty fathom levels, we find several places that will turn out silver ore of good quality, as soon as all is ready to begin to work, which we shall go hard at when the water is in fork, until which period, having often to stop our engine, in adding connexion rods, &c., the water rises so quickly, would throw the men out of their duty. The engine works admirably, and keeps the water at the twenty-one fathom level at three and a quarter revolutions per minute.

JOS. MALACHY.

#### BRITISH TIN MINING COMPANY.

Great Wheel Venture Mine, March 7.—In driving east on the north part of the middle lode, we were cut out by a slide which came in from the north; we had then to come back, when we went through the lode at first; feeling assured the lode must be heaved north, but how far we could not say; but in driving about nine feet we came into it again; since, we have cut into it two feet, and produces good work. This lode is heaved up about eight feet, and north nine feet. I expect we shall have ten or twelve feet to cut through it again. Although it has foiled us a little, it is by no means a bad omen. We are driving a little on the south part of this lode over the slide; whether we shall continue it home to the counter is a question; it is improved in quality this last day or two. Fagan's lode east is about three feet big and tinney; the ground is a little easier. Glow Hill lode is about fifteen inches big and tinney, but not rich; the ground is not so hard. Fagan's lode west is about three feet big and tinney; the ground is much the same.

CAPTAIN J. BRAY.

#### ROCHE ROCK MINING COMPANY.

Roche Rock Mine, March 7.—The improvement which has taken place in the several levels east of the engine shaft still continues, in consequence of which we have commenced extending the fifty fathom level east also, and which has already improved. The new shaft (Campbell's) has been sunk to the depth of twelve fathoms; from the twenty-one fathom level, it is intended to rise against it, it being of great importance to communicate this shaft with the several levels now driving eastward as early as possible; the prospects of the several levels were never more favourable than at present, and the quantity of tin raising exceeds that of any period since the commencement of the mine.

J. TRESTRAIL.

#### KERROW MINING ASSOCIATION.

Kerrow Mine, March 7.—Since the last report, we have in the north cross-cut cut another lode, or branch; it is about two feet big, and produces some very good stones of tin. The surface work is progressing fast; the walls of the engine-house will be complete in about a fortnight, so that we shall be quite ready for the castings as they arrive. The discoveries made during the last fortnight have very much improved our prospects, and added considerably to the value of the property.

W. BROWNE.

#### ST. HILARY MINING COMPANY.

Guinear, March 5.—We have set the undermentioned bargains, viz. the twenty fathom level to drive east to four men, five fathoms, 50s. per fathom. The side-tye to drive past the old engine shaft one fathom, at 80s. per fathom. To sink the new winch shaft five fathoms (they are already down seven fathoms to the twenty) to six men, at 25s. per fathom; and the filling and landing of all the stuff to two men, for one month, at 4l. 5s. per month. There is no alteration particularly worthy of notice in the twenty fathom level driving east. We are making excellent progress in sinking the new engine-shaft to the thirty fathom level: we are already down about six fathoms under the twenty, with every prospect of having equally as good speed in getting the shaft down to the depth of the ore bottom, formerly sunk under hand by the old workers, and which the situation where we are sinking will enable us to do promptly, when the shaft is completed and the mine unwatered to the depth requisite. The tributers are working steadily in the back of the twenty fathom level, and we have little doubt of their making wages.

C. BEATER.

#### CORNWALL GREAT UNITED MINES.

Eastern District, March 5.—I have been to the mines almost every day since you left; everything is going on in regular order. We have a mounting of tin stuff at Wheel Prosper, most of it is very good, and are getting it stamped as fast as possible. The Wheel Jenkin tributers are raising excellent tin stuff, and are doing very well. We can raise almost any quantity of tin here, if you think it advisable before our other stamps are ready; our additional stamping mills are getting on very speedily, but we shall still want steam stamps as soon as they can be procured.

THOMAS KITTO.

March 8.—Our main lode in Wheel Prosper is much improved since last week; we are raising fine work from the south part, as good as we have ever had it—the south lode is seven feet wide and very kindly, but rather poorer than last week. The men in the back of Prosper adit are raising great quantities of good tin stuff. Wheel Jenkin tributers are keeping all our stamping mills at work in Carradon Combe. The adit end is much the same as last week. The Clannacomb stamps are stamping Wheel Prosper work, and going on well. Our carpenters are getting on with the other stamps as fast as possible. We are clearing our adits with all speed; other surface operations are going on much the same as last reported. We shall have "another parcel of tin ready for sale in a week or ten days."

JAMES CLYMO.

St. Agnes' District.—We are working a lode producing capital tin stuff, which can be obtained without machinery, by means of an adit driven into the hill at an expense hardly to be mentioned.

#### NEW SOUTH HOOE MINING COMPANY.

March 5.—Captain Williams reports that the shaft in the turnip-field is sunk two fathoms four inches, that nine fathoms have been driven in the deep adit, and the ground there is hard; that the driving in the shallow adit has been stopped (as ordered), but that he is very desirous to drive about two fathoms, and then sink two fathoms on the lode, in the end where the lode is very promising; that he expects in six or seven weeks' time to be down eleven fathoms in the turnip-field, and in one month more to have driven six fathoms to cut South Hooe lode, unless prevented by the water.

The second place in the turnip-field, where South Hooe lode has been cut, is about forty-six fathoms to the south of the first pit, in which it was discovered, and close to the edges on the road-side, and about midway from the style in the field to the green, to the west of it. It is from two and a half to three feet big there, of gossan and flucan. Captain Williams intends to shoal in the field to the south of the road, along the ditch of the edge which runs parallel with the south edge of the turnip-field, and if found again there to trace it still southerly.

#### ALBION MINING COMPANY.

Albion Mines, March 8.—We find the lodes in our sixty fathom level at Wheel Liberty to be very large, and have a kindly appearance; at present produces but little ore. The forty-seven fathom level east from shaft, on the counting lode, looks well; and the pitch over this end for producing a fair quantity of ore. The pitch under the forty-seven west from shaft is much improved since setting day; should it continue the men are likely to do well; with the exception of the above remarks, I cannot speak of any alteration in these mines since my last week's report.

CAPTAIN MIDDLETON.

#### ENGLISH MINING COMPANY.

Great St. George, March 8.—We sampled to-day at Great St. George 528 tons, particulars of which you have annexed. A vast variety of matters requiring my attention, I have merely time to say, respecting the mines, that nothing of any material import has transpired since the setting on the 27th ultimo.

#### BRITISH COPPER MINING COMPANY.

Great Wheel Charlotte, Feb. 24.—In compliance with your request, we, the undersigned, beg leave to hand you the following report on the present and future prospects of the Great Wheel Charlotte Mine.

The lode in the fifty-two fathom east is from three to four feet big, producing fine stones of an excellent quality; in the back over this end there is a pitch worked by six men, at 8s. in 20s. The lode in this place is five feet big, producing from two to three tons of ores per fathom. In the fifty-two west the lode has a very promising appearance, is from six to eight feet wide, producing three tons of ores per fathom. Lode in the back over this end, in a pitch set to six men at 8s. 6d. in 20s., is five feet big, producing two tons of ores per fathom. The lode in the back of the fifty-two north of the slide is six feet wide, yielding good work. The place of which we now speak is on the old works; there is a great deal of lode unexplored, and now that the standard of ores is high, the working of the lode is likely to yield a profit to the proprietors. The lode in the forty-two west is heaved south, we suppose six or eight feet; in the back, behind, and over the end, the lode is six feet wide, yielding from three to four tons of ores per fathom; in this back we have a pitch working at 7s. in 20s. The lode in the forty-two east is from four to five feet wide, at present disordered by cross-heads; will produce one ton of ores per fathom in the pitch set in the back of this level, at 6s. 6d. in 20s. In the twenty-two west the lode is five feet wide, composed of caple, mundie, jack, and a small quantity of copper ore; the lode is not only very kindly, but the strata of ground in this level, which is driven four fathoms under the sea, is of the most promising description. The new western shaft, which is now in course of sinking, is down to the adit level, and, when sunk to the fifty-two, will enable us to set this part of the mine to work effectually; however, we shall not be under the necessity of delaying the driving of the thirty-two and forty-two fathoms level until the shaft be sunk to the fifty-two, but drive these levels, when the shaft is down to them, successively. In the east end, at adit level, on the north lode, at Williams's, the lode is three feet wide, yielding good stones of ore; in the west, on the same lode, and at the same place, the lode is two feet big, producing ores of excellent quality. We have three pitches on the north lode and branches, two sell at 12s. and one at 10s. in 20s. We are expecting to hole the new engine-shaft to the fifty-two fathom level every hour, which being done, will ventilate the forty-two and fifty-two fathom levels, and enable us to remove the pit-work from the old to the new engine-shaft; this will lessen the expenditure in coals, leather, and coke, at least one-third of its present amount. To forward and expedite the returns of this mine, the erection of a new steam-whim is highly necessary, and not only in this, but in which drawing, will prove a great saving of at least one-half of the present expense. We have this day sampled 171 tons of ores, computed to be worth about 5l. per ton, which is the produce of the last two months, and have also in the mine from 40l. to 50l. worth of tin, raised during the same time. A great increase in returns cannot be expected, unless we have some new discovery in the present works, or until the new engine-shaft be down to the sixty-two fathom level, when a much greater quantity of ore may be reasonably expected.

J. STEPHENS.  
M. LANGDON.  
H. F. STEPHENS.

#### REDEUTH UNITED MINING COMPANY.

Wheel Uney, March 5.—With our report of the mines we have, as you requested, annexed the number of fathoms in detail driven and sunk in course of the lodes, &c., to which should be taken into account the clearing adits, shafts, levels, cutting plants, &c., at these and Pedunndra and Wheel Sparnon mines, with several erections essential to carry on the mines. There is no material improvement or otherwise since our last report, nor has any occurred to lessen our hope of ultimate success. The western levels at Uney are promising, especially the twelve, where the lode is four feet wide, composed principally of promising spar, accompanied by a flucan, traversing soft and kindly killas, and yielding one ton of copper ore per fathom; the ground being so favourable in this level, enables us to get rapidly toward the junction of the killas and granite, a situation much valued by miners in general for copper ores. The value of the eastern levels may be inferred from the sale of tin stuff every two months, more than from any description we may be able to give of them. The lode in this part of the mine is generally hard, but more or less productive of tin, and averages about three cwt. of white tin per hundred of twelve gallon sacks. The bottom level is only thirty-two fathoms under the adit, and the amount of the last two months' tin stuff appears to be about 331l., which no doubt will be increased after Gooding's shaft is communicated to the thirty-two fathom level; we however think, in extending those levels, valuable discoveries of copper ores will be made, which we infer from the very large excavations made on Gossan, at Joseph's, now about thirty fathoms beyond us. With regard to Clifh and Buckett's, we can only repeat what we often have stated, that we believe those mines to be fair speculations; but when they are drained, and we have satisfactorily examined them, you shall have our unbiased and explicit opinion, and at all times you may rely on our furnishing you with the real state of the case. The branch at Buckett's continues to afford some very good copper ores, and the back is set at 3s. 11d. from 20s.; it is, however, right to observe, that our price was 6s. 8d. from 20s. Those mines are situated amidst mines that have been, and many of them still are, very productive; and if you continue to persevere, we see no reason to despair of ranking as high as our neighbours in this respect. It is impossible to say when the proceeds will meet the expenditure; but we think you should calculate on a further outlay of eight to ten thousand pounds in sinking shafts, driving levels, erecting machinery, &c. &c., although a moiety of that sum may not be wanted.

RALPH GOLDSWORTHY.  
JOHN GRAY.  
STEPHEN THOMAS.

I believe the above to be an honest and faithful report.

NICHOLAS VIVIAN.

The following is an account of the ground opened in the mines from the commencement at Uney.	Fath. ft. in.
The engine-shaft sunk .....	6 4 2
The thirty-two fathom level west of the engine-shaft driven ..	39 4 10
The ditto .. east of .. ditto .....	25 2 0
The ditto .. west of .. ditto .....	4 2 0
The twelve fathom level east of .. ditto .....	23 5 3
The ditto .. west of .. ditto .....	34 3 4
The adit level east of .. ditto .....	25 5 5
The ditto south of .. ditto .....	3 2 8
A winze at Joseph's sunk .....	3 1 2
The adit west of Joseph's driven .....	7 0 0
Joseph's shaft sunk .....	8 4 3
Gooding's shaft sunk and rose .....	40 5 9
A rise at Cock's, back of the twenty fathom level ..	4 0 6
A shaft on the south lode sunk .....	1 4 3
The twenty-two fathom level east of the engine shaft driven ..	18 4 4
Cock's shaft sunk and rose .....	29 0 0
	277 1 11

At Buckett's.	
Ashton's shaft sunk .....	28 5 4
The adit level south from Buller's driven .....	39 2 6
The ditto .. west on the middle lode .....	2 1 0
The ditto .. west on the branch .....	10 0 8
A winze on the middle lode sunk .....	1 3 0
	82 0 6

The expenditure for the next six months probably will be, at Wheel Uney, from 450l. to 500l. per month; and at Buckett's and Clifh, from 500l. to 600l. per month. In addition to the stock we have on hand, we have working materials on the mines to the value of about 7,000l. I have consulted Captain Vivian on this subject, and he is of the same opinion. We expect to sample at the end of the present month about twenty tons of copper ore.

RALPH GOLDSWORTHY.  
JOHN GRAY.  
STEPHEN THOMAS.

#### WHEEL SISTERS MINING COMPANY.

March 7.—Since my last, the lode in the ten fathom level has increased in size, and is more promising than we have had it for many fathoms. The twenty-six fathom level is much as in my former report. We are clearing and securing the adit, and have begun to explore on silver ground above the adit level. We shall not take down the rich leader until we have a larger surface of it laid open. We are working only the side of it, and shall take it down this week.

#### BRITISH COPPER MINING COMPANY.

Great Wheel Charlotte, March 2.—The lode in the twenty-second west is six feet wide, producing good stones of ore; I have no doubt but that we shall soon have a discovery of importance in this part of the mine. The lode in the fifty-second east is from five to six feet wide, very kindly, but at present poor. The lode in the fifty-second west is eight feet wide, leader two feet high, in the end one foot wide; the remainder of the lode produces good work, the upper part of the end and back is not so rich as the bottom, nor work, the upper part of any part of the fifty-two fathoms level. Lode in the forty-second fathoms level east, continues to be disordered with cross heads. The lode in the back of the level, east and west, will produce on an average three tons of ore per fathom, and in the slopes in the bottom of the forty-second west, from three to four tons per fathom. We have fifty-two men employed this month in working on the course of the lode to the south of the slide, which are as many as we can employ to advantage at present.

#### WHEEL BROTHERS MINING COMPANY.

March 7.—I beg to inform you that we have driven altogether five fathoms east, on course of the lode, at the thirty fathoms level, being two fathoms since my last report; the lode is now eighteen inches big, very promising, of the same character as it was a week ago; the end is getting very wet, which denotes it to be of a soft nature, and we shall very shortly have the twenty fathoms level dry, so as to enable us to commence operations then on silver ground. We have explored west at the thirty fathoms level, six feet on the lode, which is about eight inches wide, with carbonate of iron, and is very promising. Nothing new in any other part of the mine since my last, nor have we been able to weigh and sample the ores, in consequence of the continued wet season. I have the satisfaction of informing you that our engine-shaft is down six and a half fathoms below the thirty fathoms level, and in about a month we shall have to report to you of having cut the lode at the forty fathoms level.

J. MALACHY.

#### FOREIGN MINES.

##### BRAZILIAN MINING COMPANY.

St. Antonio, Dec. 19, 1835.—On Monday the important event of the engine commencing work took place. It does the builder, Mr. John Sampson, great credit; works admirably, and is fully able to perform as much more duty as it at present has. We have commenced sinking on the engine-shaft, and in the course of the ensuing week will be sufficiently down to begin a fresh slope north-west and south-east from it; in the mean time the stowmen are divided upon the ridges of ground separating the western workings from the Olho Major, and the latter from the whim shaft Olho Minor; sufficient of this part has not yet been broke to enable me to form an opinion of its value; it evidently varies considerably in its nature, and contains next the hanging wall much yellow oxide of bismuth; some of the stones show well. The artificers will now proceed with the new stamps, and I trust uninterrupted; but our casualties seem numerous, and too often break them off. A rather serious one happened shortly after I last addressed you. Unusually heavy rains caused such a rush of water from the mountain above our tank, that the dam gave way. It will soon once more be all right, and I do not anticipate its giving trouble in future. Some labour will be requisite to get the wheel pit and foundation for the stamps ready, but I hope to see a most complete set. I cannot, however, (bearing in mind how little the Brazilians are to be depended upon, and the number of holidays at this season,) hold out the hope of their being at work before March.

I beg now to inform you that a Mr. Rowland Cox, a young gentleman recommended by Mr. Mackay, has joined your establishment to-day; and that it is my intention to start him from Rio de Janeiro in charge of, say, 122lbs. troy of gold (for shipment by the November packet) on Tuesday next. Dec. 30, 1835.—I shall be glad to receive the drawings which you have had prepared for me of crushing-mills, &c.; and why I have not lately alluded to this subject is, from the fact of my having had other matters, and of more moment, to occupy my attention. I am now about to make some experiments both in washing and grinding the pyrites; the results of which you shall know. In the mean time we are, I may observe, proving the effect of the atmosphere upon them.

The gold which Messrs. Mackay informed you had reached Rio de Janeiro is, I hope, ere this safe in your hands. I shall be glad to hear how it turns out. That extracted from the 9th of August to the 10th of December, both days inclusive, amounting to, troy, 120lbs. 1oz. 15grs.; or in Portuguese weight, to 209lbs. 4oz. 5dwts. 15grs.; from which was taken, as duty, at 5s. 10lbs. 3oz. 6dwts. 45grs.; leaving in marks, 199lbs. 6dwts. 66grs.; or troy, 122lbs. 6oz. 10dwts.,—went forward under charge of Mr. Cox, with James Tribe, on the 22nd instant; and will, I trust, reach you in good order.

I must now turn to our proceedings here, which I may say are going on, although not so rapidly as I could wish, yet steadily, and I hope surely. You will, I see, be disappointed at our not having more stamps at work; so am I; but I do assure you, more than has could not have been done with our numbers; and to add to them here was impossible. On looking back, I do not see that with due regard to prudence we should have acted wisely in erecting stamps, &c., and which could only have been done by an increase of our European force before we knew we could feed them. After next week, when the holidays finish, I expect to get a good batch of natives; but it will be fully March before the new stamps commence work.

On Monday, being down enough in the shaft, we commenced stoping north-east and south-east from it: the ground between the Olhos Major and Minor have caused a lower produce; but we cannot fairly judge until the bizes are cleared, as I have seen many stones with gold that could not pass the grates. The two sinks at the Sumidouro, which report made "Olhos," have been cleared, and are worthless beyond the western one; however, there seems to me a more decided lode; when I can manage, I will drive a few fathoms upon it. The falling short in the number of hours' stamping, which the gold report shows, is to be attributed to a combination of untoward events, which will not, I expect, again happen.

[The 122lbs. of gold, above-mentioned, is arrived at Falmouth by the Goldfish packet.]

##### GOLD PRODUCE.

8th to 26th December inclusive, eighteen ways, 16lbs. 7oz. 1dwts. 13grs., from twenty stamp-heads only partially at work, owing to several casualties. The lode taken from the poorer part of the mine.

##### IMPERIAL BRAZILIAN MINING COMPANY.

Gongo Soco, Dec. 19, 1835.—We regret exceedingly to have to report that the heavy rains for some time past, and particularly on the 13th and morning of the 14th inst., have occasioned considerable inconvenience and obstruction from the swelling of the rivers and washing away of bridges, and done much damage to the roads, &c., from the falling of portions of the mountains in different directions. Some thousand tons of rock, trees, and soil fell between the mine and village. The mine has also suffered in the shafts and levels, which, we trust, will be fully stated in the captain's report.

JOHN MORGAN.

R. HICKSON.

Dec. 29, 1835.—We are happy to inform you that the rains, though still continuing, have not, since our last, fallen in such quantity as to occasion any further material damage. We have, however, we regret to say, lost several bullocks by deaths at pasture, caused by the banks of earth giving way with them on the brink of precipices.

JOHN MORGAN.

R. HICKSON.

Dec. 20, 1835.—We are sorry to say, since we had the honour of addressing you last (which was on the 19th inst.), the mine has continued poor, yet the stuff drawn from thence continues to produce a little gold at the stamps. We have commenced a rise in the back of the back of fourteen fathom level west of Williams's shaft; this rise is intended for a shaft, and will accordingly be rose perpendicular, through the jacotings to the surface. We have commenced a cross-cut to drive south in the side of the south mountain, south of Vesey's shaft, and near the mine gate, with the intention to prove a jacotina, a part of which is to be seen at the surface, but it is not as yet ascertained whether it goes down any considerable depth or not. We have about fifty-six fathoms to drive, in order to come under the place where it is seen at the surface. We have again met with the soft channel of ground in the forty-eight fathom level cross-cut, and are not able to proceed further south therewith; it is therefore at present suspended, and we have recommenced driving west in the south jacotina, at Hayley's shaft, in the forty-one fathom level. It is our intention, when this end is extended a little further west, to make another attempt to drive south, for the purpose of proving the lode.

WM. TREGONING.

N. HARRIS.

WM. COLLIER.

Gold produce from 28th Nov. to 29th Dec. 1835, 34lbs. 1oz. 8dwts. 1 and the total from the 1st July to 29th Dec. 1835, 405lbs. 9oz. 29grs.

##### CARDONOA MINING COMPANY.

March 1, 1836.—Since my last report the works in the mine have been as follows, viz. 1.—After the completion of the timbering of the mouth of Martin's shaft, the clearing the shaft commenced; upon arriving at the depth of about seventeen fathoms, the air became so excessively bad, that we were obliged to put up a small air-machine to force down air; at the depth of about eighteen fathoms an old level was discovered, and in a few days a communication was opened, through an old, irregular working, to the mine De Pedra; this has since been re-timbered. After this communication had been made, I found my way, by further examination, into the bottom of an old shaft, which has been named "James's Shaft." By drilling the (James's) shaft, I found that, by sinking it deeper, the clearing up of the mine De Pedra might be advantageously continued, by sinking on the inclination until we arrive at the level of the old working in the mine De Pedra, when the falling in of the timber had prevented our examination of the mine further than the deepest point laid down in the map. Thus this shaft will be only from five to six fathoms distant. This shaft has been sunk by the company eight fathoms, and is now at the level of the point above mentioned, at which depth a level has been commenced, and two fathoms three feet have been driven; a communication is expected to be made this week.

Our Shaft.—At this place the air-machine is placed, having been brought from Martin's shaft, after fixing a tackle, placing the air-pipes, and clearing up the old timber, &c., we commenced driving a level towards the mine De Pedra at the depth of about twenty-seven fathoms, three fathoms one foot having been driven. As the clearing up of the mine De Pedra continues, this level, from the ex shaft, will be approaching its working, and should the air allow us to make a communication, winzes from this level down to the old bottoms or level of water; and whilst other works there are being carried on, the water may be drawn out by the whim, which will then be placed on that shaft.

JOHN DALLY.

March 7, 1836.—James Shaft.—In the level driving from this shaft to-



## PROCEEDINGS OF PUBLIC COMPANIES.

## REDRUTH UNITED MINING ASSOCIATION.

The first annual general meeting of the shareholders of this association was held at the George and Vulture Tavern, Cornhill, on Wednesday.

D. MOCATTA, Esq., in the Chair.

The advertisement convening the meeting having been read, the following report of the directors, with statement of accounts, were submitted to the meeting.

## REPORT.

In accordance with the prospectus of the association, the directors submit to you their first annual report. They lay before you a statement of the accounts, and the progress that has been made during the past year, in the workings of the several mines of the Redruth United Tin and Copper Mining Association.

The directors have to remark, with much satisfaction, that they have derived great advantage from the supplemental regulations to which the proprietors were called upon to subscribe, as it has thereby enabled them to exercise their judgment without being compelled, as they previously were, to act implicitly upon the too limited powers conferred by the original prospectus.

It has been proved beyond doubt that the course then taken was most desirable; the operations of the association being for the present materially limited, the directors deeming it most advisable to progress gradually in the effectually working of the mines of the association; so that the means placed at their disposal may effect the greatest good at the least possible risk to the shareholders.

The directors have the pleasure to state, that the mines to which they have devoted their principal attention for the last nine months perfectly merit the investment of the capital, and are worthy of being developed to a very considerable extent; as it is the unqualified opinion of the most competent miners, that the lodes present strong and marked favourable appearances, such as cannot be mistaken; and which promise, in their results, to meet the expectation of those adventurers who have embarked property therein.

The directors are fully aware how requisite it is to be most cautious in giving vent to expressions calculated to excite expectations upon mining operations; but they do feel, that upon the present occasion they should not be doing justice to the proprietary did they not state it as their belief, that the mines belonging to the Redruth United Tin and Copper Mining Association are worthy of being esteemed in a higher degree than they have hitherto been.

The public mind has recently been much diverted from mining operations, by the novel and valuable national undertakings of railroads, which for the present engross general attention.

Mining is not in any way less a national object; and with that pleasing reflection we have only to be guarded, that we are prosecuting our operations upon grounds which warrant the outlay; and to feel assured, that we are also effecting a most beneficial object, that of dispensing good to the community at large.

One of your directors, Mr. Montefiore, visited Cornwall in November last, and devoted three weeks in strictly investigating the affairs of the association; and for the purpose of placing the establishment upon the best possible basis.

The directors have much pleasure in stating that gentleman proved himself eminently successful, and (doubtless at no inconsiderable labour) fully effected that desirable object.

The directors present to your attention the report of your head captain, R. Goldworthy, Captains Grey and Thomas, and the inspecting-captain, Nicholas Vivian; with the assurance, that they may be relied on with a confidence due to them for their talent, experience, integrity, and close application to their respective duties. (See Mining Correspondence.)

The directors also lay before you the account of stock taken upon the mines, with its estimated value; and they call this subject particularly to your notice, that all articles used upon the mines of the association; orders given by the agent with his signature; and the signatures of the parties receiving them, are forwarded to the Board weekly; and that the store account is kept at the office in London by these vouchers as closely as it is upon the mines; and gives the satisfactory knowledge of every article used for the purposes of the mines, and the exact quantity always remaining in store.

The balance sheet of the cash, fully examined and signed by your auditor, Charles Marten, Esq., is placed before you; and the directors flatter themselves you will perceive that the workings of the mines have been prosecuted in every department with a due care to a wholesome economy, and that purchases of all articles are made with great attention to quality.

It will be seen, on referring to the balance sheet, that the available assets of the association, after liquidating all outstanding engagements up to the 1st inst., amounting to 5,942l. 8s. 4d., which, with the aid of the present call of 10s. per share, will enable the directors to continue the active operations now proceeding to an extent which justifies them in the anticipation that they will meet with valuable discoveries to yield an adequate return for the capital invested in the adventure.

You will also observe that the directors have obtained from their agents the probable expenditure for the next six months, so that the proprietors are made acquainted as fully as possible with the exact state of their affairs.

The directors have to notice the retirement of Thomas Ashton, Jun. Esq. from the direction.

They have the pleasure to inform the shareholders that Charles Marten, Esq., has been appointed auditor of the Redruth United Tin and Copper Mining Association, in the place of Hannibal de Castro, Esq., who has resigned.

## STATEMENT OF ACCOUNT.

Leases of Mines .....	£1,000 0 0
Exchange Bills, 10,000l. ....	10,391 5 0
Cash for working Mines.—Wheat Uny .....	3,576 8 6
Wheat Buckett .....	2,780 9 9
Pedandrea Workings .....	626 14 8

Supplies for the Mine .....	6,993 12 11
Officers' expenses, Salaries, and General Charges .....	7,196 19 5
Salaries to Directors .....	693 11 3
Balance at Bankers .....	100 0 0
Balance at Bankers .....	1,081 6 3

Total £30,446 14 10

By First Installment on 9,938 Shares .....	£19,870 0 9
Second ditto, on 8,830 Shares .....	4,915 0 0
Cash for Ore sold .....	620 4 2
Ditto, Materials for Pedandrea .....	767 8 2
Sale of 4,000 Exchange Bills .....	4,089 2 6
Interest on 8,000 Exchange Bills .....	185 0 0

£30,446 14 10

From a further statement of liabilities and assets, it appeared, that after deducting 3,191l. 7s. 11d. for merchants' bills &c., there was an available balance of 5,942l. 8s. 4d.

The report of Captain Goldworthy and other agents was then read, which will be found in the Mining Correspondence.

Some remarks arose on the item of 100l. for directors' salaries, upon which the chairman observed, that such amount had been received by Mr. Ashton and himself, as their proportion for one half-year's services, as directors of the company, the other two gentlemen in the direction having postponed accepting their proportion, until the opinions of the shareholders upon the subject should have been ascertained; for himself, he had felt no hesitation in receiving the amount. At the same time he begged to be understood, that although the sum had been charged, and in the account, it was a question entirely open for the decision of the proprietary.

It was then moved and seconded, that the report be received and approved, which was carried unanimously. A conversation ensued respecting the salaries of directors, when a proprietor observed, that unless a salary was specified in the prospectus, in his opinion it ought to be subject to the views of the proprietors, and he, therefore approved the conduct of those who had waited for the opinion of the shareholders.

The chairman stated that it was usual for directors to regulate their own salaries, and had been acted upon generally; it was a point, however, which might admit of discussion. He should not then enter upon the subject in detail, but would leave it in the hands of the shareholders. It was then moved that the financial statement be received, which was carried unanimously. At the same time it was understood, that the subject of remuneration to the directors was still open.

Mr. Waley, one of the directors, complimented those gentlemen who had received the salaries, determined upon, and contended the extreme attention they had paid to the interests of the association would fairly entitle them to a much larger amount.

Mr. Montefiore (a director) having submitted to the shareholders whether they thought the sum of 100l. was too much or otherwise, a proprietor moved that all the directors be placed on an equal footing, viz., 100l. a-year each, which was also carried unanimously.

In answer to a question, the chairman stated, that there were at present but three directors, they had, however, the power of adding two more to the number, but that no addition would be made in the direction without the previous consent of a general meeting.

A gentleman present wished the report to be printed, but it was urged that as many reports had found their way into the Mining Journal, which had a very extensive circulation, the present report would most likely obtain insertion, and thereby rendering the expense of printing the report unnecessary.

The meeting was numerously attended, and the report gave evident satisfaction to those present, there appearing but one feeling to pervade the room.

It is pleasing to record an instance of this nature, as it is too frequently found in similar meetings to be hard to please all parties. We would, however, make one remark, which is with reference to the resignation of Mr. Thomas Ashton, Jun., and to express our surprise, that neither director nor proprietor should have deemed the past services of that gentleman deserving the special thanks. We know not the cause of his retirement, nor is that the question. As one of the first directors forming the company, and having undergone the most arduous duties, while those who follow him are comparatively on a bed of roses. We can only suppose the omission to have arisen from inadvertence.

## BRITISH COPPER MINING COMPANY.

The following is the report adverted to in our notice of the proceedings of this Company in our last number:—

## REPORT.

In submitting their report of the proceedings of the company since the last annual meeting, your directors have little further to perform than to draw your attention to the audited accounts upon the table, and to the full report of the workings and prospects of the mine transmitted by their agents to Carnol. From these documents the shareholders will be able to deduce a competent acquaintance with the existing position of the undertaking.

The Board congratulate their conductors on the cessation of those legal disputes which for a time retarded the proceedings of the company. It will be perceived that the resolution of the general meeting of the 4th of September, 1835, in reference to the asserted claims of Mr. Cresswell and others, has been carried into full effect; and although this has only been accomplished at a very considerable expense to the proprietors, your directors trust that your vote on that occasion may in the end prove advantageous to the general interests of the association.

The new engine-shaft has been sunk to the fifty fathom level, the present deepest point of the mine. The attainment of this important object will enable the mine to be unwatered without the aid of flat rods, and will consequently lead to a saving of fuel and other items of expenditure. It will be a leading object with your managers to prosecute the new shaft to a deeper level, and thus explore the lode beyond that point at which the old adventurers abandoned the undertaking in consequence of the heave, which rendered this new shaft indispensable.

The highly flattering prospects afforded by the western part of the mine, and the impossibility of prosecuting discoveries in that quarter effectually without some means of ventilating the levels, induced your managers to suggest, and your directors to accede to, the sinking of a small shaft adequate to accomplish such a purpose. This shaft is now, it will be perceived, sunk to the add level; and it is intended, as it reaches each deeper level of the old workings, in succession, to prosecute the drivings in a westerly direction, through ground which, from its nature, justifies very sanguine hopes of success.

Your directors are not aware of any other important point to which they are called on to advert. The mine, it will be perceived, is not yet in a remunerative position; but your directors would call your attention to the fact, that the work of sinking the new engine-shaft has been now accomplished to the deepest existing level; and that it was on the attainment of this object that the future success of the company was, at its formation, supposed mainly to depend. Of the western part also, the hopes of your Board are high; and from success in one or both of these points, combined with the returns now raising from several productive parts in the workings already opened, and fully detailed in the captain's report, your Board would venture to express a hope that you will at no distant date be remunerated for expenditure made in furtherance of the undertaking you have engaged in.

**LONDON AND GREENWICH RAILWAY.**—In shares there has been a considerable advance in the London and Greenwich, which left off at 13 pm. This has been caused by a deputation of the directors of the Brighton Railway Company having waited on the court of the London and Greenwich Railway Company, and an arrangement by which the former will pass over the Greenwich line. In consequence of this the Greenwich line will now turn off at Deptford, and the town of Greenwich will be left to that quietude which, from their opposition to the original intention of carrying the line through that place to Gravesend and Dover, it may naturally be inferred they coveted. The successful opposition to the Gravesend Bill seems, indeed, to have been as short-sighted as it was unexpected. —*Public Ledger.*

**ACCIDENTS IN COAL PITS.**—On Tuesday last an inquest was held at the Fitzwilliam Arms, near New Park Gate Works, Rotherham, before Mr. Badger, coroner, on view of the body of David Utley, who was unfortunately killed by a drag, containing many corves of coal, passing over and nearly cutting off both his thighs, on the railroad at the bottom of the Basset Pit there. It appeared that the deceased had been cautioned not to ride on the drag, but he persisted in doing so, and was thrown off in consequence of the rapidity with which the carriages pass on the railway. Verdict, Accidental death.—On the same day another inquest was held at Handsworth, on view of the body of Samuel Gill, a collier, working at the pits at Ograve. It appeared in evidence, that the deceased had been setting a blast at the bottom of the pit, and he requested his fellow workmen to draw him out as quick as possible out of the way of the blast; and in so doing the corve was drawn up rapidly against the pulley-wheel, and poor Gill was thrown headlong to the bottom of the pit (upwards of eight yards deep), and pitching upon his head, extinguished the light affixed to the blast, and was killed on the spot. Verdict, Accidental death. —*Sheffield Iris.*

In the borough of Stockport, the annual consumption of coals is equal to 160,000 tons.

**ANOTHER MINE ACCIDENT.**—Thursday se'nnight, R. Hutchinson, a coal-miner and well-sinker, known in the neighbourhoods of Middleton and Blackley by the name of "Rough Robin," was sinking a well for Messrs. Mould and Holden, of Cheenwood, and was so imprudent as to cut into a layer of sand the depth of eight or nine feet without putting in a drum or stay to support the earth. The upper part of the shaft was bricked, the bricks being suspended on a ring as usual, but the depth above-mentioned he had sunk without supporting the earth. His son, a youth about sixteen, and another person, were waiting upon him at the head stocks; the lad saw the earth was giving way, and said "Father, it's coming;" the father-looking up, said "Take care of thyself," and ejaculating "Oh dear!" the earth fell, and he was buried alive. A messenger had been despatched to Messrs. Livesey and Co., of Alkington Colliery, requesting such assistance as their men could afford, and a number of the most skilful and daring of their hands were selected and sent off without delay. They worked on unremittingly until about two o'clock on Friday afternoon (twenty-three hours after the accident), when the poor fellow's hat was seen, and about three he was brought out quite dead. It was evident that he had lived a considerable time after the earth closed upon him; the sand around him was wet, but that about his mouth was as dry as if it had been scorched by the sun.

**ANCIENT RELIC.**—An antique head of a bull, of remarkably beautiful workmanship, has been found in Bourgoigne. It is made of some metal, or combination of metals, which is wholly unknown; and, instead of possessing the usual verdigrise smell of bronze, is perfectly aromatic. It is of the Corinthian school, prior to the great fire, and is one of those objects of which Pliny says, "The possessors of them cherish them so highly, that they take them when they are on their travels." —*Athenaeum.*

**DREADFUL ACCIDENT AT ABERDARE.**—On Monday last, two men, Daniel Williams and James Rees, were instantaneously killed by an explosion of foul air in Mr. Crawshaw's pit, at the east end of Hirwaun Common. One of these (Daniel Williams) was solely employed in going down the pit every morning before the colliers, to ascertain the state of the air—it was his sole occupation—and yet he risked going on this occasion without the safety lamp, and has paid the sad forfeit of his neglect leaving a wife and two children. The other was an elderly man. The body of Daniel Williams was forced a considerable distance, by the violence of the explosion, amongst the old workings, and was with difficulty found. —Since writing the above, we have found that Daniel Thomas (not Daniel Williams) had the safety-lamp with him as usual. The other man was Edmund Jones, a native of Machen, who was brought alive out of the pit, but only survived a quarter of an hour. He was shockingly mutilated, his left thigh broken, and several holes on his head. Daniel Thomas was married to a daughter of the late Lewis Thomas, boat-owner. The other was unmarried. —*Merthyr Guardian.*

**FATAL ACCIDENT AT WHEAL BULLER MINE.**—On the 16th ultimo, an inquest was held at Redruth Church Town, on the body of a boy about fifteen years of age, named William Sewell, who was killed in this mine. It appeared that the deceased was employed as a meter with his brothers near Paul's shaft; and it is supposed that on finishing his day's work, and going back to the engine-shaft to get to grass, his foot slipped, and he fell in. He was found at the bottom of the level quite dead. Verdict—Accidental death.

wards the old roadway to the mine De Pedra, the ground has proved harder than it was during the last week. Gold has been found by washing in a baten. Some stuff taken from a line, and on the opposite side, or down in the old road to the mine De Pedra. I have also washed some of this line, which has shown more gold than I found in the sample I took out from James's level, but none of these samples authorize me to say that much gold exists in this particular spot; for, in the first place, it was left in the side of the old road, when it could have been taken out with ease; and, in the next place, the spot that contains this little gold is but a small piece of ground. I have only to remark to you, that the finding gold in a place where it could have been so easily taken out by the former owners, sufficiently proves that they had something better to follow. This part discovered would pay very well had we a stamp; but be pleased to understand that this piece of ore ground is of very little value in itself, owing to its small size; but it is greatly encouraging, and strengthens our hopes of finding more and better ground as our clearing up the old mine proceeds.

**On Shaft.**—The driving the twenty-seven fathom level goes on without any particular alteration.

**Clemes Shaft.**—This new shaft has been commenced with the intention of cutting through the lode, and examining the ground about and in the run of Benjamin shaft. Instead of commencing this shaft on the lode, we have come down the hill towards the deep shaft, so that we may sink through all the lode, and examine all the lines as we cut through them. J. DALLY.

## NEW GRANADA MINING COMPANY.

**Possession.**—On the 1st of September, possession of the Santa Ana mines was taken by the superintendent on behalf of this company.

**Mining Department, September.**—The following stations have been worked this month, viz., twenty-four fathom level back stopes, north of Hodges' winze.—The lode is six feet wide, consisting of quartz and black clay, slate, with grey and white silver ore of a very good quality, and occasionally interspersed with native silver. This station was set to six native tumen, with six natives on wages paid by the takers at 875 per fathom; and they have taken down one fathom three feet. This stopes has been set for the next month to the same party, at the same price.

**Forty fathom level back stopes, north of Illingworth's shaft.**—The lode is about three feet wide, containing quartz, iron pyrites, native and grey silver, of a tolerable good quality. This station has been worked by twelve native miners, on wages, who have stoped three square fathoms: the same party will be continued in the ensuing month.

**Timbering, Twenty-four Fathom Level.**—Six natives were engaged putting in eight fathoms still.

**Thirty-two Fathom Level.**—A carpenter was set a bargain to timber the back of this level, at 812 per fathom; and he completed in the month seven and a half fathoms, with the assistance of four natives paid by the taker.

**Miners employed.**—One Englishman, and twenty-eight natives: rough ore raised, 160 tons.

**October.**—The following stations have been worked this month, viz., Twenty-four Fathom Back Stopes.—The lode still continues about six feet wide, with nearly the same appearances as reported last month, with the difference that the lode has rather improved in quality for ores.

**Forty Fathom Level Back Stopes.**—The lode is about four feet wide, having increased a foot in width in this month; but is not so good in quality as last reported, from a greater abundance of mica slates: twelve native miners continued their working on wages, and stoped in the month four square fathoms.

**Timbering Twenty-four Fathom Level Back Stopes.**—Three fathoms "stall" have been put in by four natives; and the same party have put in the Thirty-two Fathom Level four fathoms of "stall," and in the forty fathom level, one and a half fathoms, occasionally assisted by C. F. Franzell.

**Miners employed.**—Twenty-four natives: rough ore raised, 149½ tons. **November.**—The Deep Adit Level has been repaired, and five sets of timber have been put in; and the borrow road is likewise repaired; and they have begun clearing up Stephenson's shaft, so as to admit into the northern workings a free ventilation, and to open a new ladder road for the convenience of the mine.

**Twenty-four Fathom Back Stopes.**—This has been stoped three fathoms three feet. The lode is six feet wide, and contains red and grey silver ore, and is rich in quality. The party have now stoped up to the fourteen fathom level; very little can be continued in this station until Stephenson's shaft is cleared up, in order to work north.

**Forty Fathom Back Stopes.**—We finished stoping the lode to Wallis's winze. The party stoped four fathoms, and are now continuing on the western branch, which looks kindly, and is about a foot big. Miners employed, twenty natives; rough ore raised, 134½ tons.

**Reduction Department Report for October.**—During the present month the first parcel of ore belonging to the New Granada Mining Company was amalgamated.

## Ores mixed with Salt for Amalgamation, 10'0.

	Tons cwt.	os.	ss.
Dry stamped ore .....	8 15	at 147 per ton....	1,287½
Rough washed .....	6 5	74 .....	462½
Fine washed .....	3 0	65 .....	195

18 0 .....

1,945

Produced by barrel amalgamation, 1,658 ounces Troy.

## Ores received from the Mine during the Month.

	Tons cwt.	os.	ss.
Dry stamped .....	28 3	at 183 per ton....	5,151
Rough washed .....	10 3	84 .....	854½
Fine washed .....	11 7	47 .....	534

140 13 .....

6,537½

**November 6.**—**Amalgamation Works.**—At the beginning of October one of our barrels, which had been several times repaired, wore out in a fresh place, which has rendered it perfectly useless. We have therefore been obliged to work for the present with only one barrel.

**Nov. 20.**—**Returns.**—To give way for the Lavadero, I deferred refining the silver until next week. At the beginning of this week some of the cogs of the main spur wheel and pinion were broken; they have been in use now nearly six years, and were considerably worn; a part of one of the segments of the wheel had suffered a great deal from the dry rot, and was repaired some time ago; the work was however too much for this segment, and, notwithstanding the repairs, the cogs gave way at nearly the same place again. It will require about a fortnight to repair the damage, in the meantime we shall return what we can with the arrastre.

## Report for November.

**The Amalgamation Works** have been idle during the whole of the month, owing to the cogs of the wheel not being replaced.

**Arrastre.**—The arrastre was fresh picked and set in order for working. We then found that some of the water found its way from the launders to the amalgamation wheel, and as the carpenters wished to have it as dry as possible, in order to be able to move it by hand, we turned off the water again.

**Lavadero** is finished, and on Monday Mr. Meek will commence to wash the tortas. The carpenters will now proceed to repair the amalgamation machinery.

**Experiment of Amalgamation in the Arrastre.**—The result of this experiment is not communicated this month, as it is not washed yet.

**Returns.**—In my letter of the 20th Nov., I explained the cause of not completing the parcel of ore selected for amalgamation in October, and which should have been finished early in November, by the breaking of the cogs in the amalgamation machine. The damage was not repaired earlier, in order not to interfere with the Lavadero in hand for Mr. Meek. Not knowing how long this gentleman may remain at Santa Ana, I feel bound to make every sacrifice to forward his experiments in the Mexican amalgamation, in order to derive every advantage from his instructions while here.

**Dec. 19, 1835.**—There are about three days' work to complete the repairs of the amalgamation machinery. The carpenters have agreed to take and set a new barrel to work for 840. This they will commence upon immediately, and may have it done in about ten days after the machinery is repaired.

**Ores.**—We have, as you will see by the account in November minutes, in the amalgamation house 82½ tons, containing, by assay, about 10,500 ounces, beside what are on the mine floors. The produce of Mr. Meek's tortas are not sent by this post, owing to the treasury being shut for the holidays.

**Bagels.**—We have received a remittance from the superintendent, which has netted 81836 6, of which you will receive particulars hereafter.

**GREAT WESTERN RAILWAY.**—In various parts of the line of road, preparations are making for the execution of this great national undertaking, particularly between Bath and Bristol. A numerous meeting of the directors and shareholders was held on Friday se'nnight, at the City of London Tavern. Mr. Saunders (the secretary) read the report, from which it appeared that four contracts had been entered into on the line of road, besides a contract for the viaduct over the Brent, between London and Maidenhead. The district between Bath and Bristol was in such a state of forwardness, as to leave no doubt that that portion of the railway would be constructed within the time contracted for. The subscriptions for the inter-sectional line of railroad, to connect the Great Western with Stroud and Gloucester, were complete. A correspondence had taken place respecting the terminus in the metropolis, with the Birmingham and London Railroad Company, but which had proved unsuccessful, the effect of which will be a further application to Parliament. The last subscriptions of 5s. per share on 25,000 shares had produced 119,600l., the deposits up to the 24th of October were 125,000l., while the expenses amounted to 93,132l. 12s. 4d., leaving a balance in the hands of the company of 31,867l. 7s. 8d.—*Edin Journal.*







**PRICES OF SHARES—continued.**

## JOINT STOCK BANKS.

and 5	6	18,000 Lond.
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10,000	Agricult. of Ireland	5	18,000	Lond. & Westminster	30	254
1,000	Antarctica	40	3,000	Manchester	30	30
1,000	Bank of Australia	10	10,000	Liverpool	30	17
10,000	Bank of Birmingham	10	10,000	Manchester	30	22
10,000	Birmingham Bk.	5	30,000	Manchester	25	
500,000	British Linen Co.	100	5,000,000	National Scotland	10	15
3,000,000	Commercial	100	20,000	Nat. Bk. Ireland	10	154
3,000	Equitable L. Co.	9	10,000	Nat. Prov. Eng.	25	
2,000	Glasgow Union	50	1,000	Nat. & Int. B. of En	10	
10,000	Glasgow & Ayrshire	5	20,000	Prov. Bk. of Ireland	25	401
5,000	Hallifax	5	2,000,000	Royal & Scottish	100	15
6,000	Hampshire	5		South African	30	42
5,000	Huddersfield	20	4,000,000	Western of Scotl.	30	35
10,000	Hibernian	25	20,000	Wills & Dorset	5	74

**BRIDGES.**

BRIDGES.						
1,600	Hammersmith .. 50	23	5,000	Waterloo .....	100	21
7,231	Southw. old 63½. 2s. 6d.	2	5,000	Do. old Ann. of 9d.	60	24
1,700	Do. New of 7½ p. ct. 50	14	5,000	Do. new do. of 7½.	40	23½
6,000	Vauxhall 70½. 10s. 3d.	22½	60,000	Do. Bonds .....		

## WATER WORKS.

WATER WORKS.						
4,800	Birmingham	35	26	1,500	N. W. Riv. London	
121	Colchester	100		6,486	March & Salford	100
4,433	East London	100	127 1/2	800	Portsea Island	50
4,000	Glasgow	50		1,500	Portsmouth & Paragon	50
4,500	Grand Junction	41 1/2	51 1/2	390	Do. New	50
5,400	Edin. Joint Stock	25	33 3/4	1,000	Vauxh. & S. Lon.	100
2,000	Kent	100	46	8,300	W. Middx Est. 12s. 9d.	77
288	Liverpool Bootle	229	310	1,360	York Buildings	100
ROADS.						
533	Archw. & Kent Tn.	50	10	492	Great Dover Str.	70
300	Barking	100	22 1/2	2,383	Highbury Arch. 50f. 8s.	30
1,000	Commercial	100	50	11,604 1/2	New North Rd. Stock	
2,000	Do. E. L. Dock Br.	100	50			

### ROADS.

ROADS.			
533 Archw. & Kent'ns. 30	10	492 Great Dover Str.	70
500 Barking.....	100	2,383 Hightgate Arch.	305. 8s.
1,000 Commercial.....	100	11,604 New North Rd.	Stock
2,000 Do. E. I. Dock Br.	100		

  

LITERARY INSTITUTIONS.			
Adel. Gal. of Sci.	50	700 Russell .....	264 8
1,000 Lon. with Br. Tack	72 2	King's College.....	100 30
1,500 London Unvers.	100		

  

MISCELLANEOUS.			
10,000 Anglo Mex. Min.	10	2,500 Essex Mar. Salt	67.
10,000 Australian Agric.	264 41	18,000 Gen. St. Nav.e. d.	13
1,000 Auction Mart ..	50	Huds. Bay St. e. d.	
8,600 Br. Rock & Pat. Silt	35	1,000 Lon. Cm. Sal Rms	75
British Annals.....	50	New Corn ..	
5,000 Brit Amr. Ld. Co.	13	N. Bruns. (Land)	22 194
10,000 Canada Comp...	22 364	Mexican, &c. ....	3
200,000 Up. Canada Lon.		12,000 Pat. Purif. Sea Water	2
Carbon Iron Co.	250	Rio Dico .....	2
City Bonds, 4 pct.	184	2,734 Rever. Inter. No.	100
Cent. Amr. Land ..	55	2,635 Ditto New.....	55
75 Cov. Gar. Th. Rat	50	2,000 Shots Iron Fo.	35
300 Drury Lane Do.	500	4,000 Thames Tunnel	50
2,122 Do. Proprietors	100	10,000 Van Diemens Ld	17 14 3
10,000 Ed. & Leith Glass	16 7 8		

**PRICES OF SHARES AT LIVERPOOL.**

PRICES OF SHARES AT LIVERPOOL.			
	£	s.	d.
Liverpool Coal Gas.....	340	0	0
Liverpool New Gas & Coke Company.....	160	120	0
Liverp. New shares, pr. ....	60	170	0
Liverp. & Har. W. Works	465	0	0
Boottle ditto.....	310	0	0
Exchange Buildings.....	168	0	0
Liverp. & Manch. Railway	100	25	0
Ditto Old Quarters .....	25	61	10
Ditto New Quarters .....	25	61	5
Stockton and Darlington	100	238	0
Bolton and Leigh ditto ..	100	90	0
Ditto .....	25	22	10
Warrington & Newton do.	100	108	0
Kenyon and Leigh ditto...	100	110	0
Wigan Branch ditto.....			
Preston and Wigan North Union Line ditto .....	100	113	0
St. Helena and Runcorn			
Gap ditto .....	100	26	0
Leicester & Swanning. do.	50	60	0
Manchest. Bolton, & Bury Railway and Canal .....	48	89	0
Manchester & Seaboard Railway			
Grand Junction ditto .....	40	108	0
London and Birmingham. do.	50	125	0
Birmingham & Gloucester do.	5	13	0
London & Leeds do.....	5	16	0
North Midland ditto.....	5	9	10
Midland ditto.....	5	9	10
Edinburgh & Glasgow do.			
Bank of Liverpool.....	10	21	10
Bank of Manchester.....	23	36	0
Manchester and Liverpool District Bank .....	15	24	0
Commercial Bank of Liver.	10	20	0
Liverp. Marine Assur. Co.	25	14	0
Calh. Gas Lt. & Wat. Works			
Manch. Fire & Insur. Co.	10	13	0
Ocean Assurance Company			
Northern & Central Bank of England .....	10	15	0
Union Bank of Liverpool..	10	14	0
Gr. North of Engl. Railroad			
York & North of Engl. do.			
York and North Midland..			
Tradesman's Bank .....	1	1	0
Land & Bright, (Remnie's)	2	4	5
Ditto (Remnie's) .....	5	20	10
Great Western Railway ..	10	46	10

**PRICES OF SHARES AT BIRMINGHAM.**

PRICE OF SHARES AT BIRMINGHAM.										
BANKING COMPANIES.			RAILWAYS.			MISCELLANEOUS.				
£	s.	d.	£	s.	d.	£	s.	d.		
Birm'g. Banking Co.	5	0	15	0	0	Manchester & Liverp'l.	100	0	220	0
Bank of Birm'g.	10	0	14	0	0	London & Greenw'ch.	20	0	32	0
Commer. Bank of Engl.	5	0	7	10	0	Great Northern	2	0	2	0
Northern and Central	10	0	14	0	0	Midland Counties	2	0	10	0
National Provincial	25	0	25	0	0	North Midland	5	0	12	10
Dudley & Westonzow	5	0	10	0	0	Southampton	26	10	0	0
Stourbridge & Kidderm.	5	0	10	0	0	COMPANIES.				
Warwick & Leamington	5	0	8	0	0	Birmingham	50	0	105	0
Derby	5	0	6	0	0	Do. and Staffordshire	50	0	95	0
Leicester	15	0	22	0	0	Dudley	20	0	22	0
Glooucester	7	10	15	0	0	Wolverhampton	20	0	45	0
Coveutry Banking Com			4	10	0	MISCELLANEOUS.				
CANALS.						Birm'g. Water Works	25	0	26	5
Birm'gham, 4th share	17	0	260	0	0	Birm'gham Fire Office	220	0	421	0
Birm'g & Liver Junct.	100	0	29	0	0	District Fire Office	2	0	2	0
Worcester & Birm'g.	75	0	82	0	0	Broad-street Brewery	25	0	31	0
Warwick & Birm'g.	100	0	276	0	0	Warstone-lane Brewery	5	0	4	10
Warwick and Napton	140	0	219	0	0	Deritend & Bordesley d'w	1	0	1	0
Dudley	100	0	77	0	0	Birmingham Cemetery	6	0	8	0
Staffords. & Worcester	140	0	700	0	0	Bloomfield Coal	21	0	11	0
Stafford-on-Avon	79	10	42	0	0	Newhall Coal	50	0	1	10
RAILWAYS.						London Steam Carr. Comp.	2	0	1	10
London & Birm'gham	50	0	124	0	0	Tin Plate	6	5	7	10
Grand Junction	40	0	107	0	0	Bordesley Steel	6	10	10	5
Glooucester & Birm'g.	5	0	15	0	0	District Steel	2	10	2	12
Dudley & Wolverhamp.	2	10	2	0	0	Droitwich Salt	25	0	14	0
Birm'gham & Derby.	5	0	15	0	0	Great Western	50	0	32	0
Bristol & Exeter	2	10	9	0	0	Old Union Mill	1	0	1	3
						New Union Mill	1	0	1	20

### PRICES OF METALS.

# PRICES OF METALS.

		£	s.	d.			£	s.	d.				
<b>Copper, British, Cakes.</b> <i>ton</i> 103 0 0													
Sheets	<i>lb.</i>	0	0	0	<b>Tin in Bars</b> .....								
Bottoms		0	1	0	Grain Blocks.....								
S. American		0	0	0	Broken.....								
<b>Iron, British, Pigs</b> 7 15 0													
Bars	<i>ton</i>	11	0	0	Banca..... <i>ad. cur</i> 85 0 to 88 0								
Bolts and Rods		12	0	0	Straits.....								
Hoops	<i>lb.</i>	19	0	0	Plate, per box of 225 sheets.....								
Plate	<i>lb.</i>	15	0	0	No. 1. C. 134 by 10 inches.....								
Cargo and Carling		12	0	0	I. X.....								
Foreign <i>ad.</i> C.C.N.D.		18	10	0	I. XX.....								
P.S.		14	10	0	IXXX.....								
Swedish		14	10	0	No. II. C. 134 by 9 1/2 in. ....								
<b>Lead, British</b> <i>ton</i> 23 0 0													
Pigs	<i>ton</i>	23	0	0	II. X.....								
Sheet milled	<i>ton</i>	24	10	0	No. III. C. 124 by 9 1/2 in. ....								
Bars		23	10	0	III. X.....								
Shot, Pat. 1 lb	<i>lb.</i>	25	10	0	Sml. {	50 by 11.....							
6 to 12		25	10	0		SDX.....							
Red or Minimum		25	10	0		SDXX.....							
White		28	10	0		SDXXX.....							
Litharge		25	10	0		C. 162 by 124 inches.....							
Pig Spanish	<i>ton</i>	23	0	0		X.....							
Street, Milan	<i>ad.</i>	25	0	0	Dbl. {	100 sheets.....							
Swedish, <i>ad.</i>		18	10	0		XX.....							
<b>Tin in Blocks</b> <i>cwt</i> 5 3 6						XXX.....							
Ingot		5	6	0		XXXX.....							
<b>Wasters of No. 1. C, No. 1. X, and No. 1. XX, 3s. per box less than perfect plates, all other sorts of Wasters 6s. per box less.</b>						Taggers, 14 in. by 10. 456s. ....							
<b>Duty and shipping charges 6d. per box.</b>													
SPELTER	<i>ton</i>	17	10	0									
SHRATHING		31	0	0	10s. <i>cwt.</i>								
PLATINA ORE	<i>oz.</i>	0	10	6	5 per <i>cwt.</i>								

### TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from March 11 to March 18.							
	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
Morning	8 55	10 55	11 59	6 51	1 27	2 12	3 40
Afternoon	9 45	11 21		1 0	1 51	2 31	3 7

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